

MOTORS AND SENSOR CONNECTED TO PROFIBUS

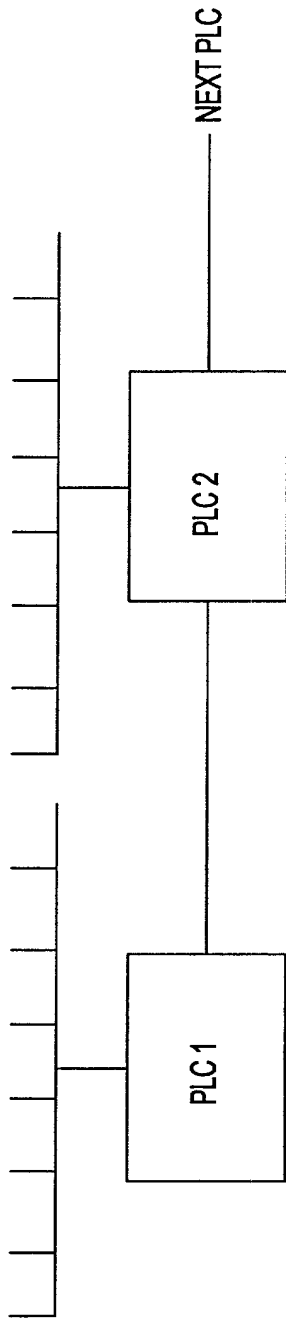


FIG. 1
(PRIOR ART)

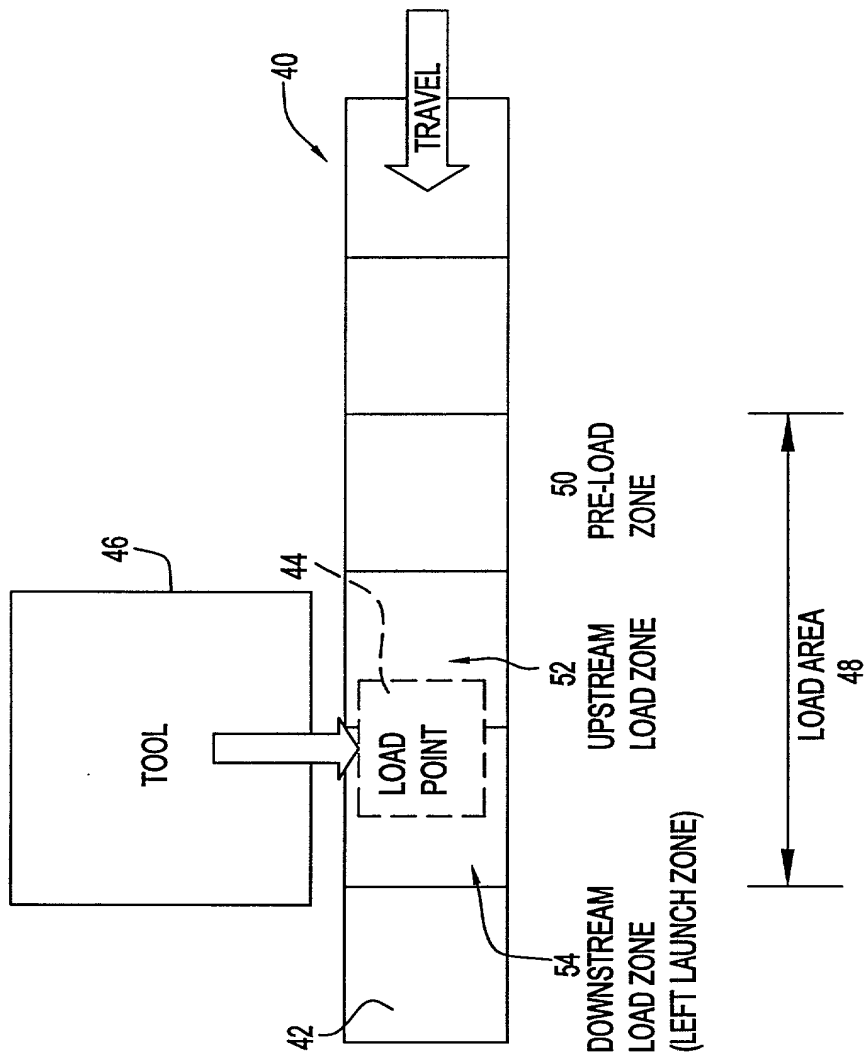


FIG. 2A

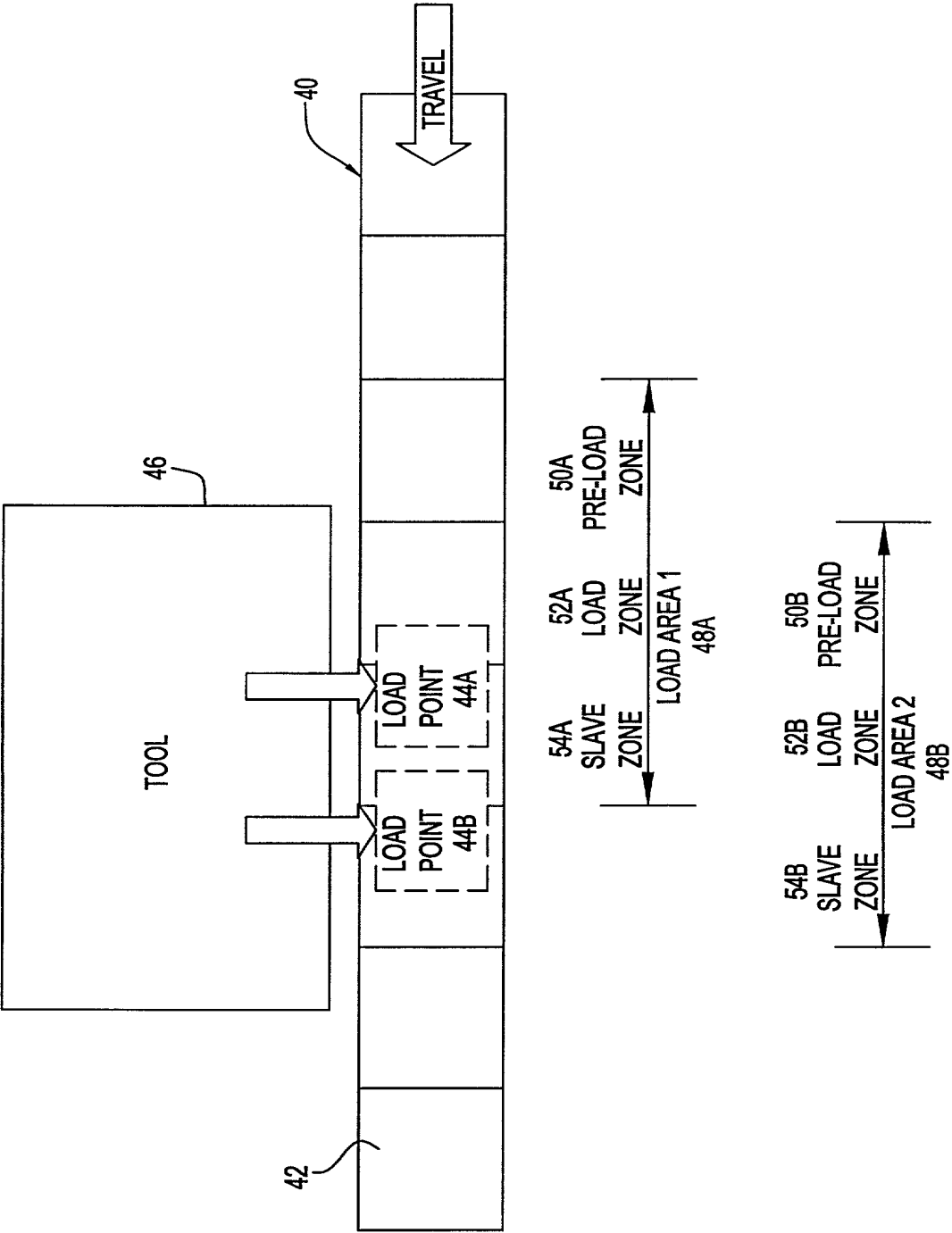


FIG. 2B

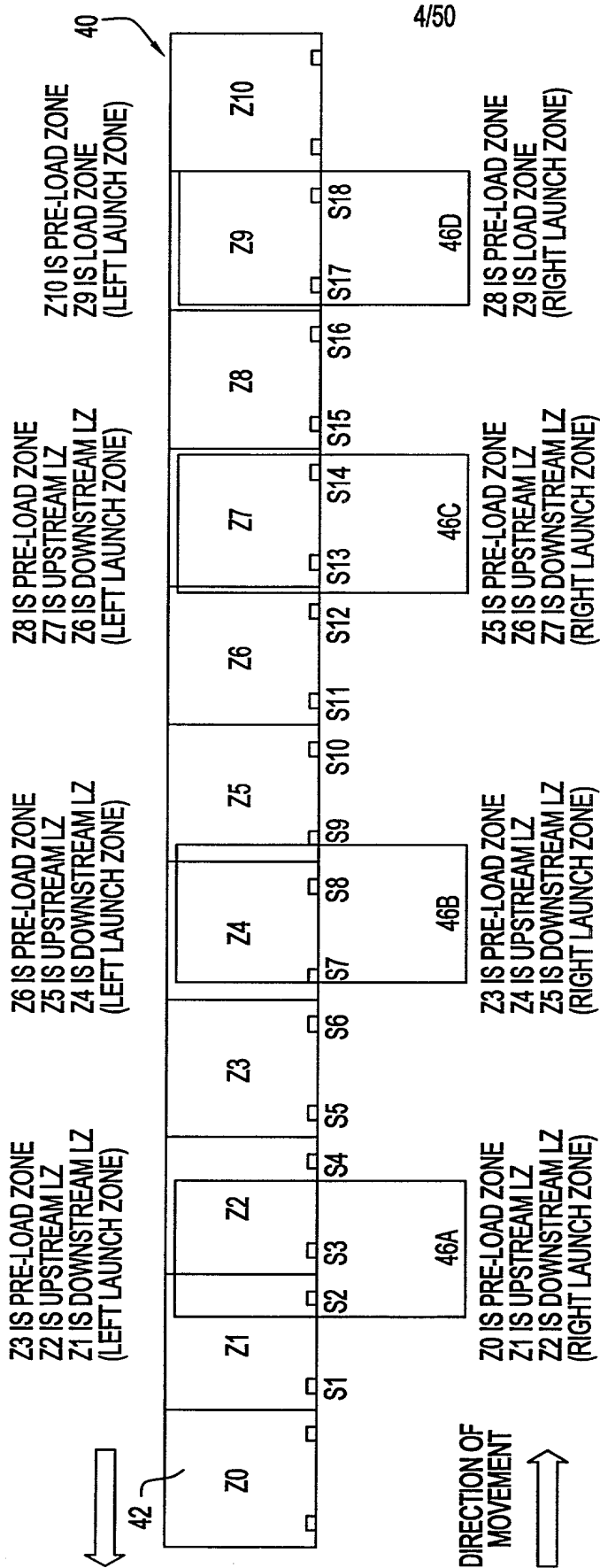


FIG. 2C

NEIGHBORHOOD FOR A RAIL ZONE

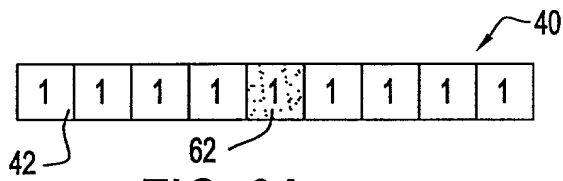
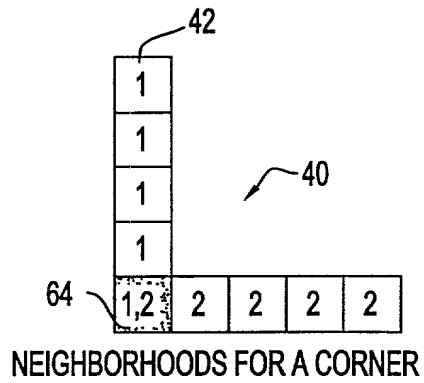
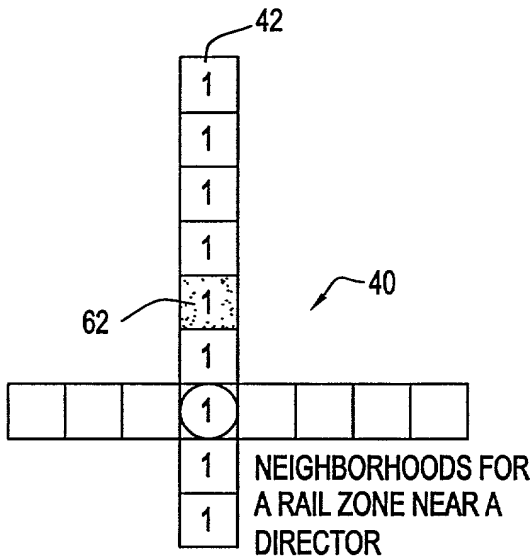


FIG. 3A



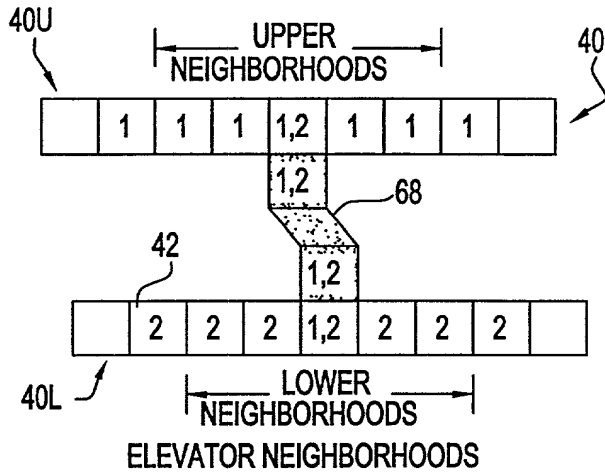
NEIGHBORHOODS FOR A CORNER

FIG. 3B



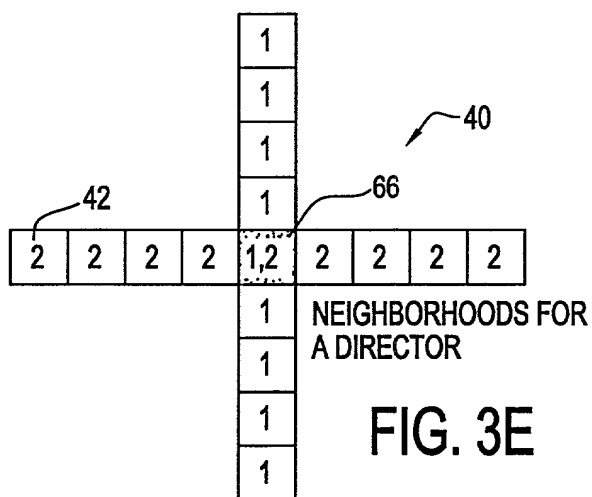
NEIGHBORHOODS FOR A RAIL ZONE NEAR A DIRECTOR

FIG. 3C



ELEVATOR NEIGHBORHOODS

FIG. 3D



NEIGHBORHOODS FOR A DIRECTOR

FIG. 3E

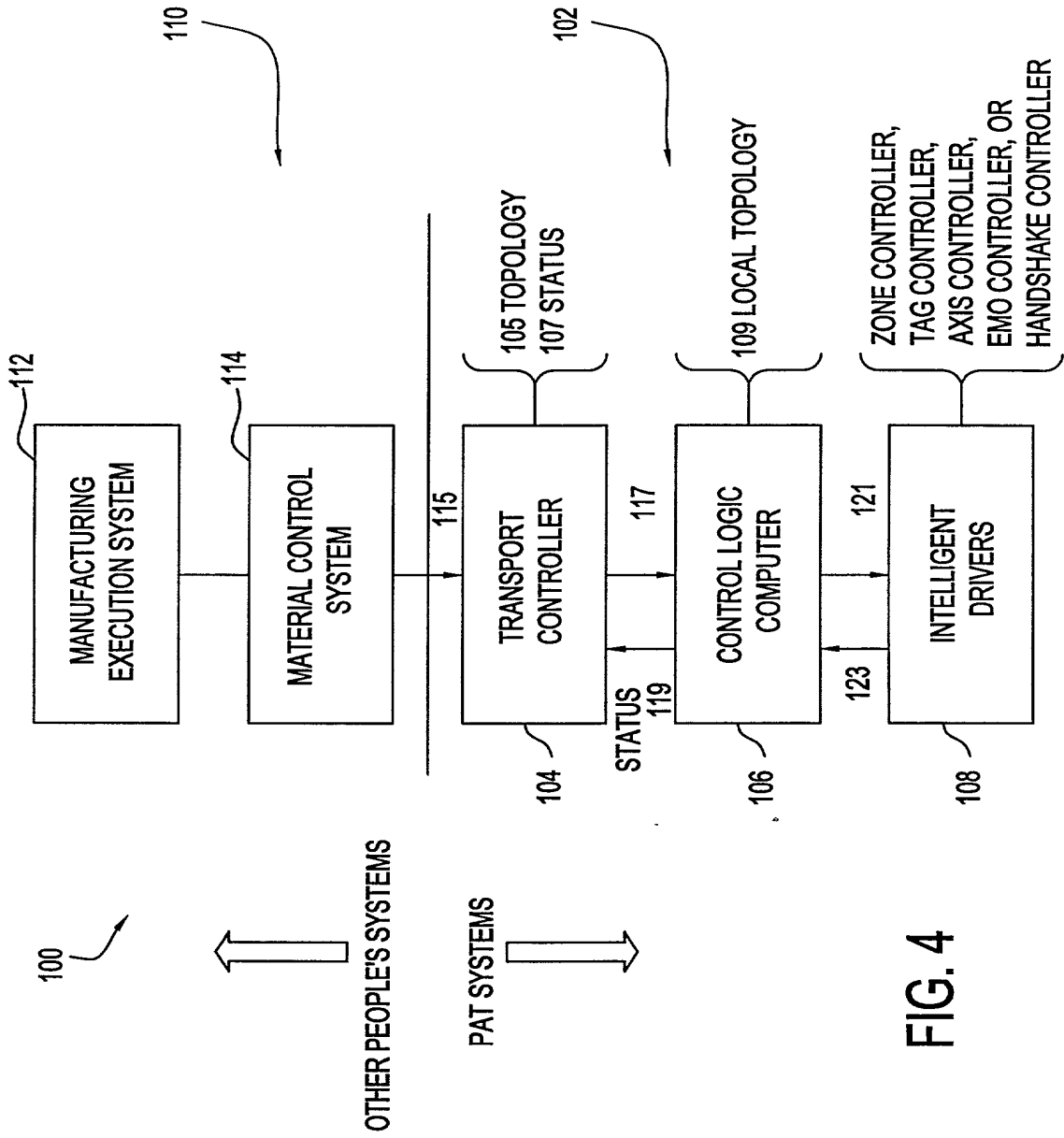


FIG. 4

FIG. 5A is a block diagram of a system for controlling a rail zone. The system includes a rail zone 150, a control logic computer 106, a transport controller 104, and an Ethernet network 120. The rail zone 150 includes a motor 162, sensors 164, and electro-mechanical devices 160. The control logic computer 106 is connected to the rail zone 150 and the transport controller 104 via the Ethernet network 120. The transport controller 104 is also connected to the rail zone 150 via the Ethernet network 120. The rail zone 150 is further divided into a rail zone 160A and a rail zone 160B. The rail zone 160A includes a motor 162 and sensors 164. The rail zone 160B includes electro-mechanical devices 160. The control logic computer 106 is connected to the rail zone 160A and the rail zone 160B via the Ethernet network 120. The transport controller 104 is also connected to the rail zone 160A and the rail zone 160B via the Ethernet network 120. The rail zone 150 is further divided into a rail zone 160C and a rail zone 160D. The rail zone 160C includes a motor 162 and sensors 164. The rail zone 160D includes electro-mechanical devices 160. The control logic computer 106 is connected to the rail zone 160C and the rail zone 160D via the Ethernet network 120. The transport controller 104 is also connected to the rail zone 160C and the rail zone 160D via the Ethernet network 120.

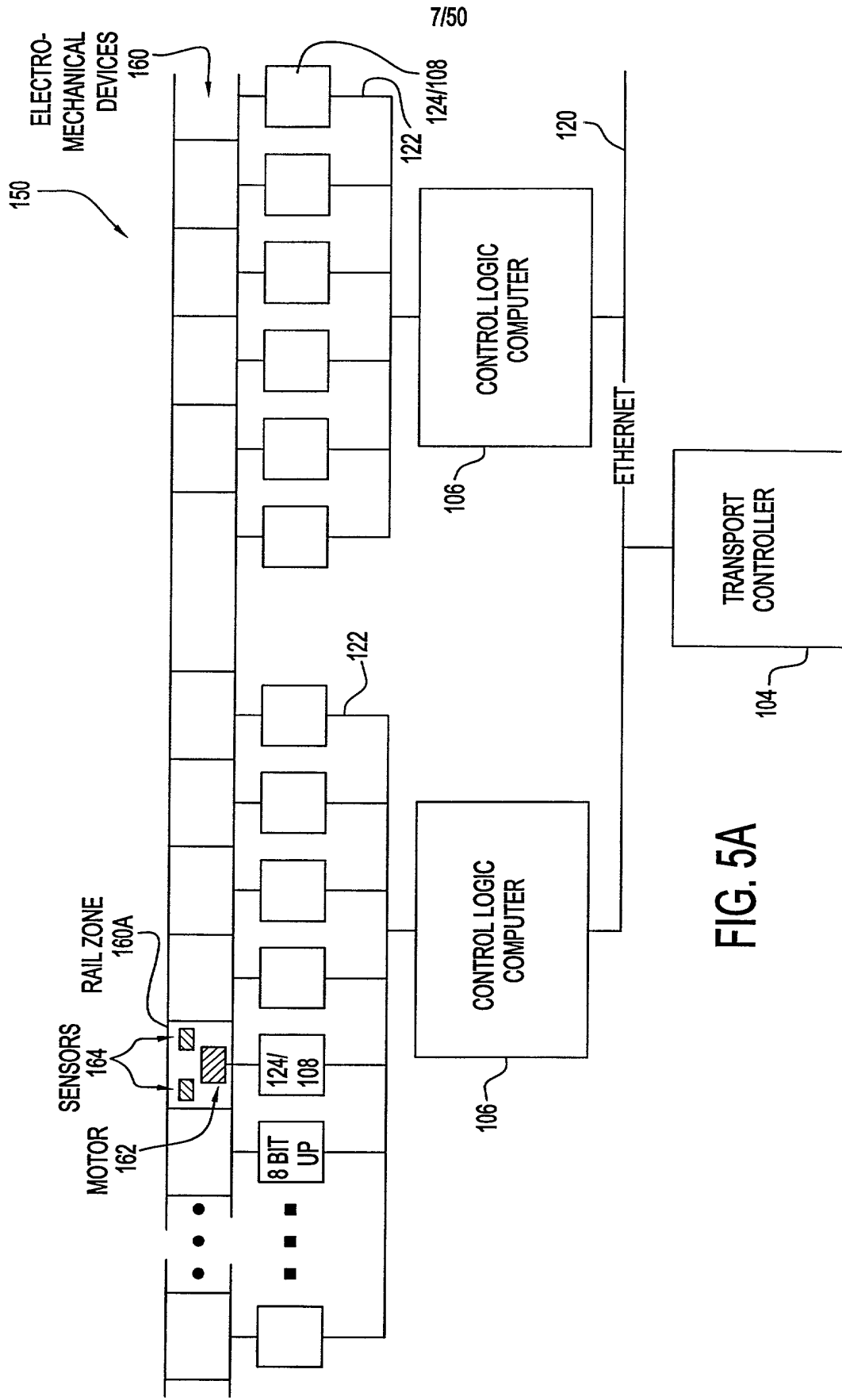


FIG. 5A

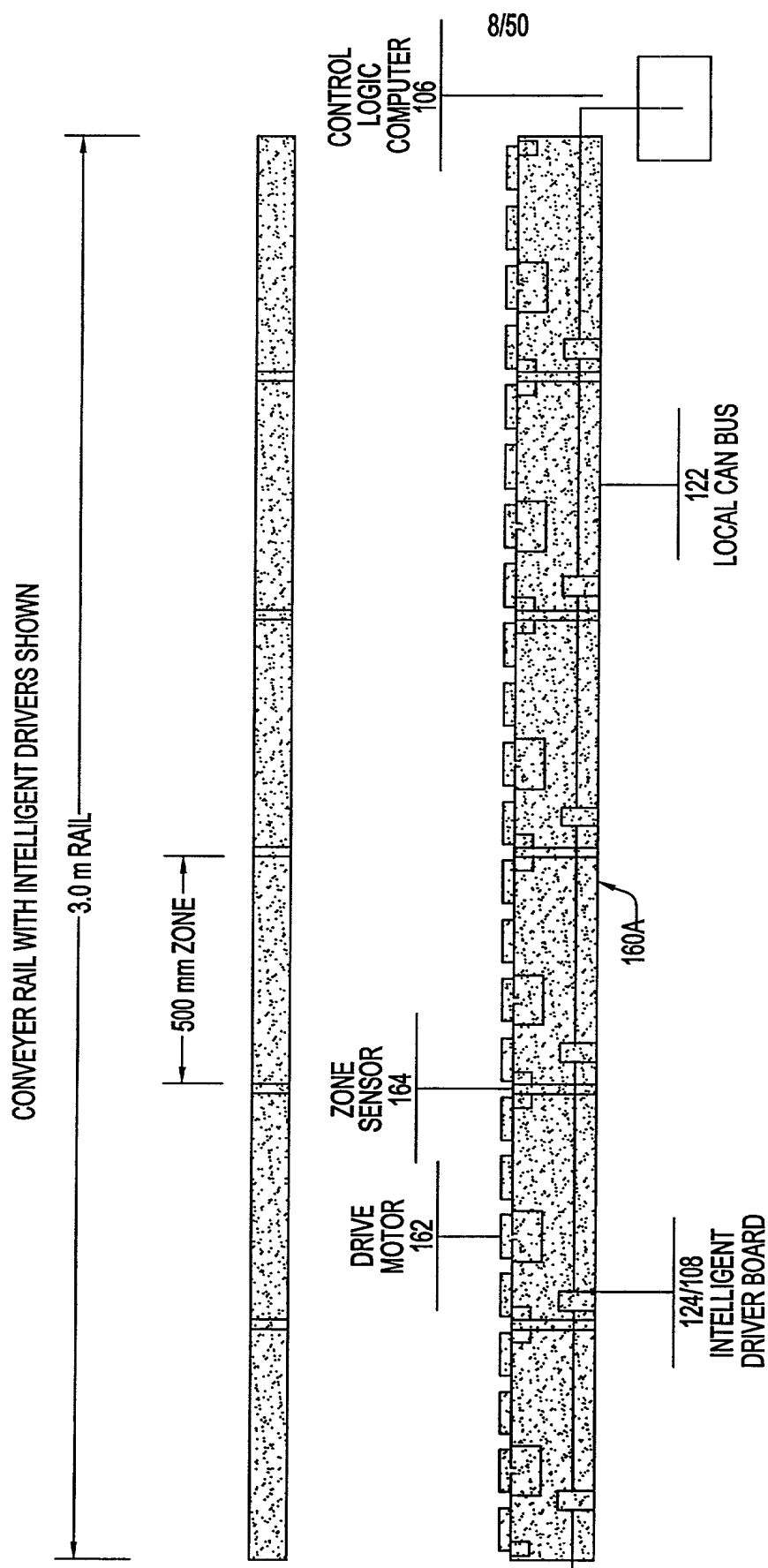


FIG. 5B

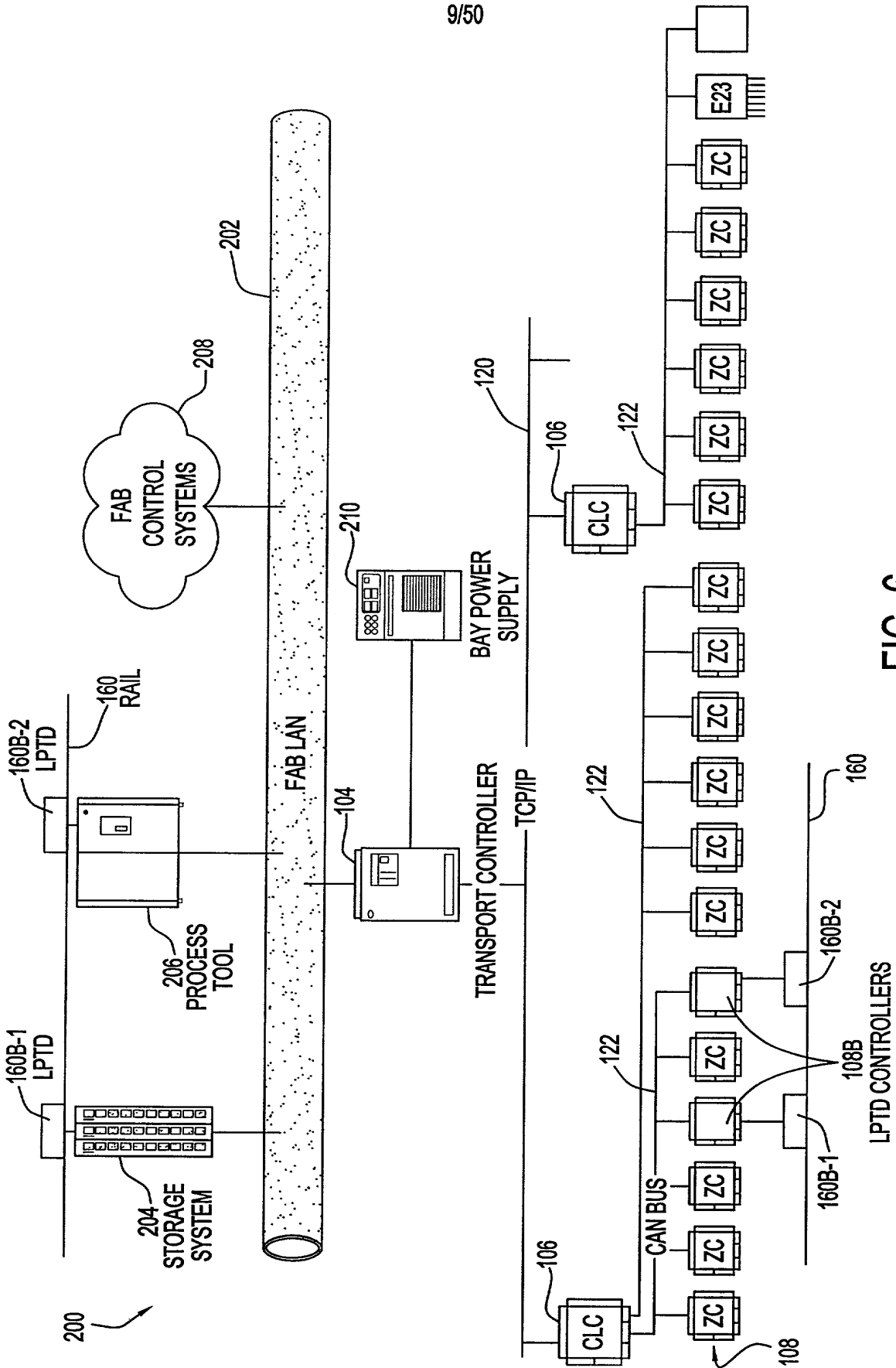


FIG. 6

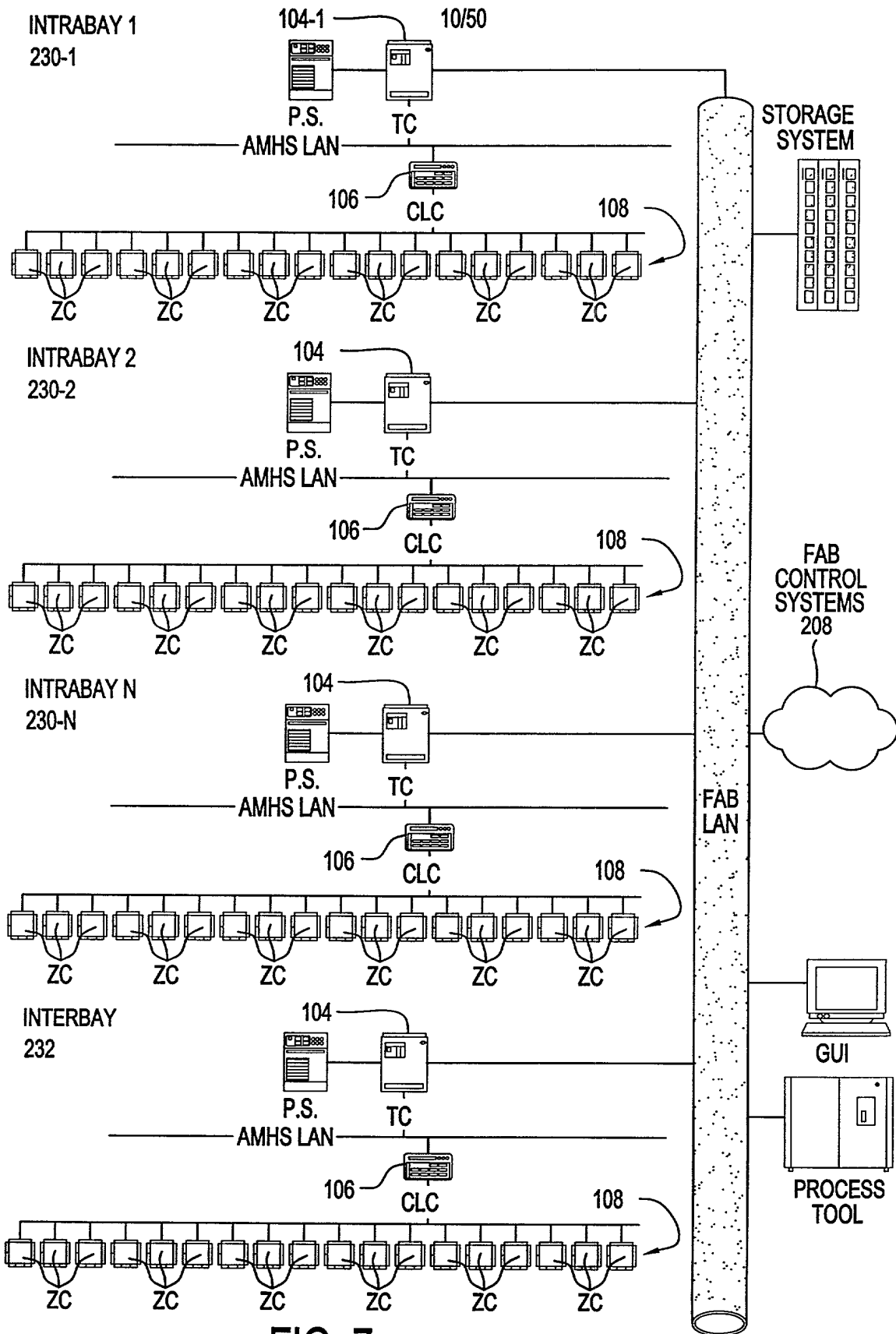


FIG. 7



FIG. 8

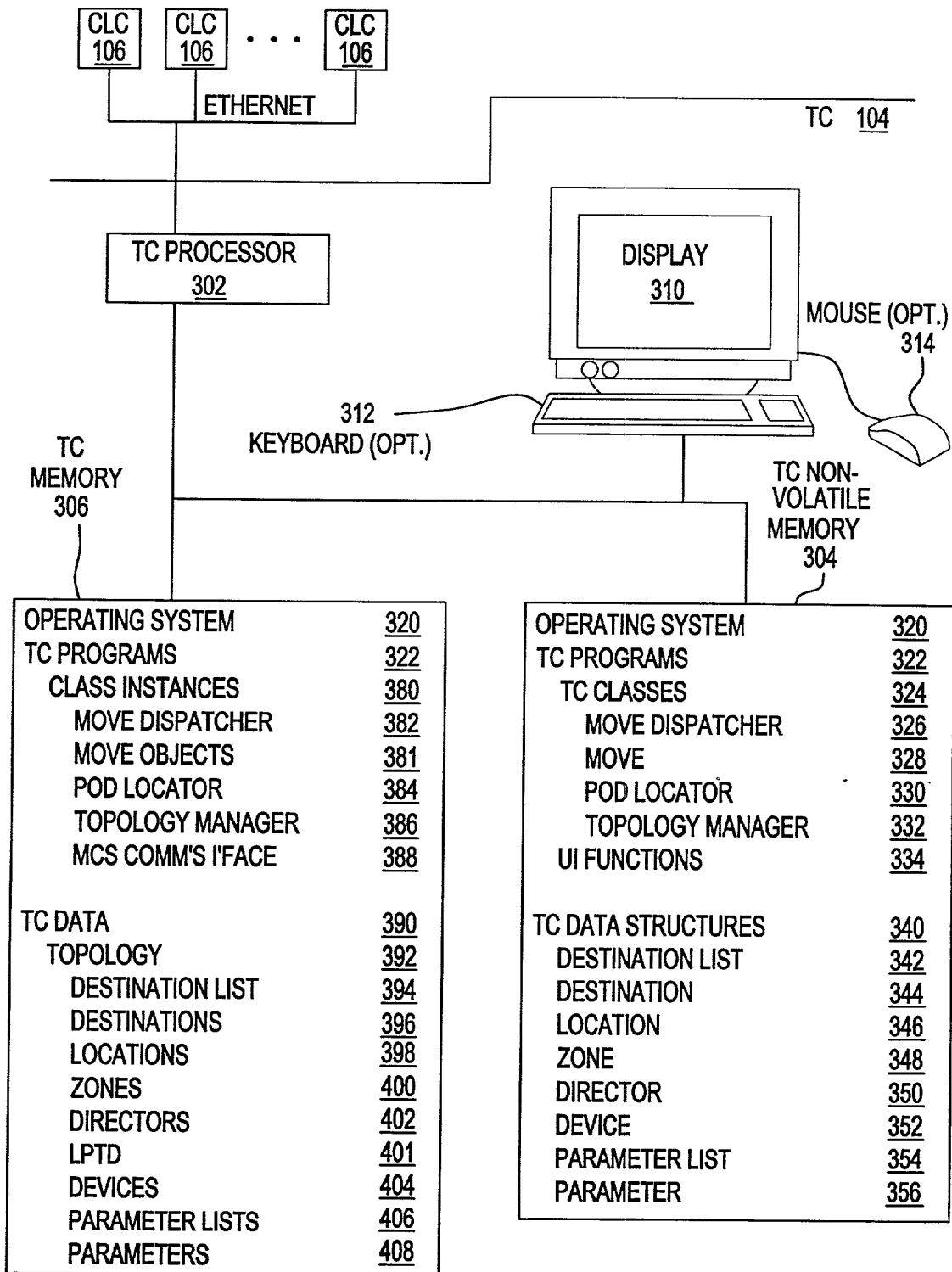


FIG. 9A

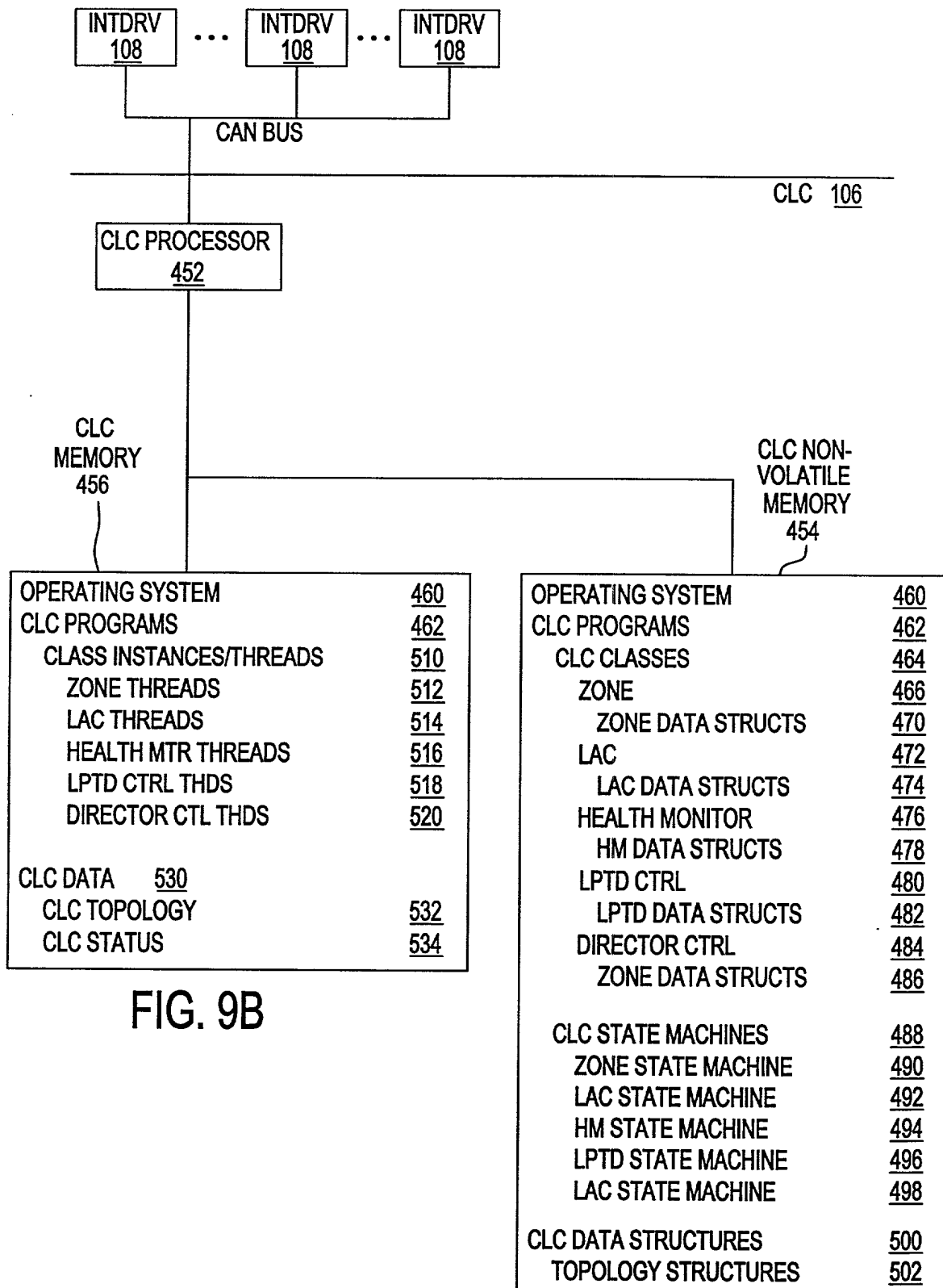


FIG. 9B

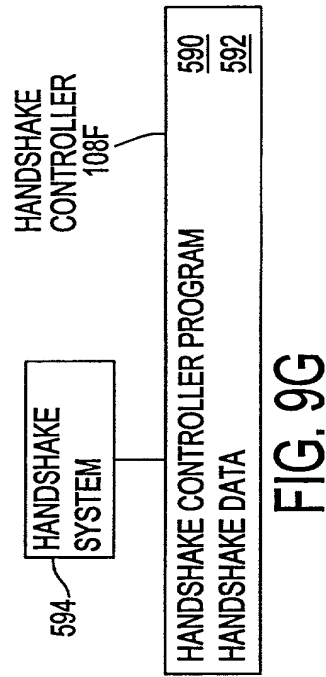
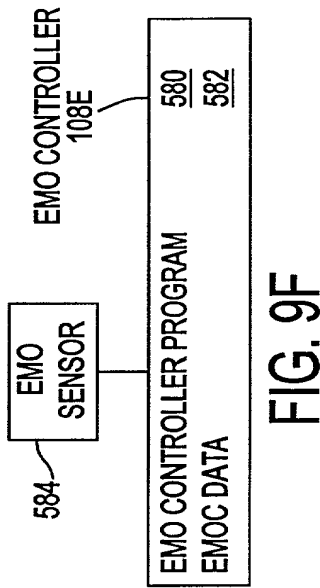
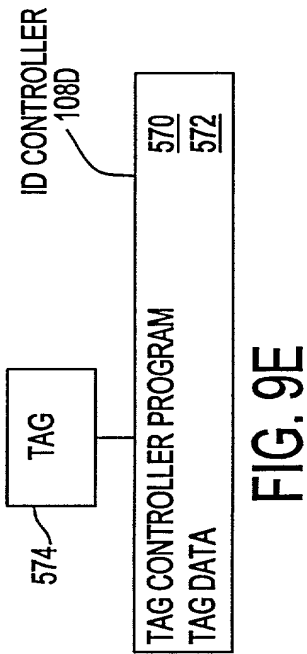
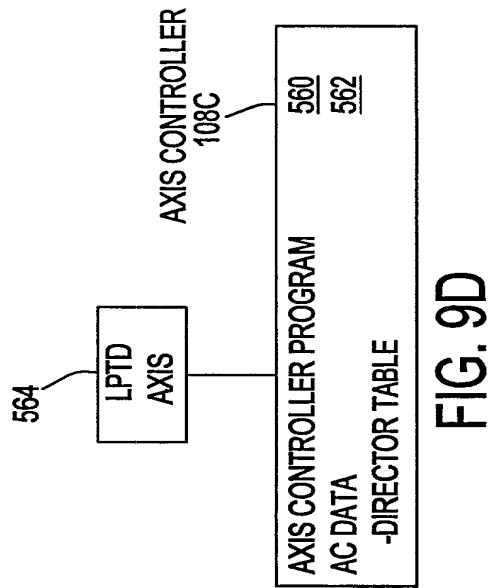
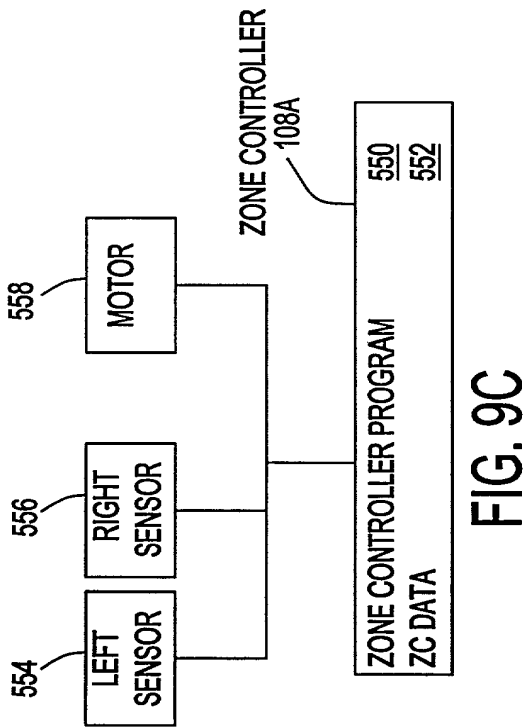




FIG. 10

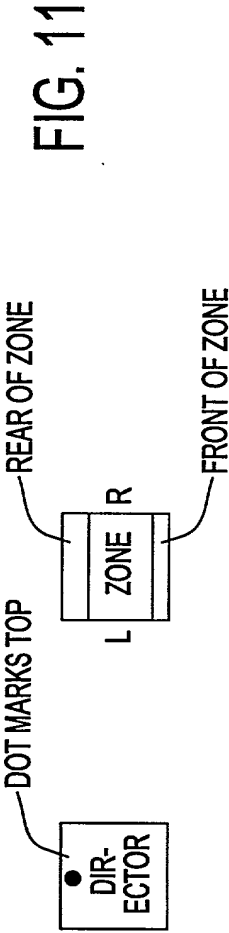
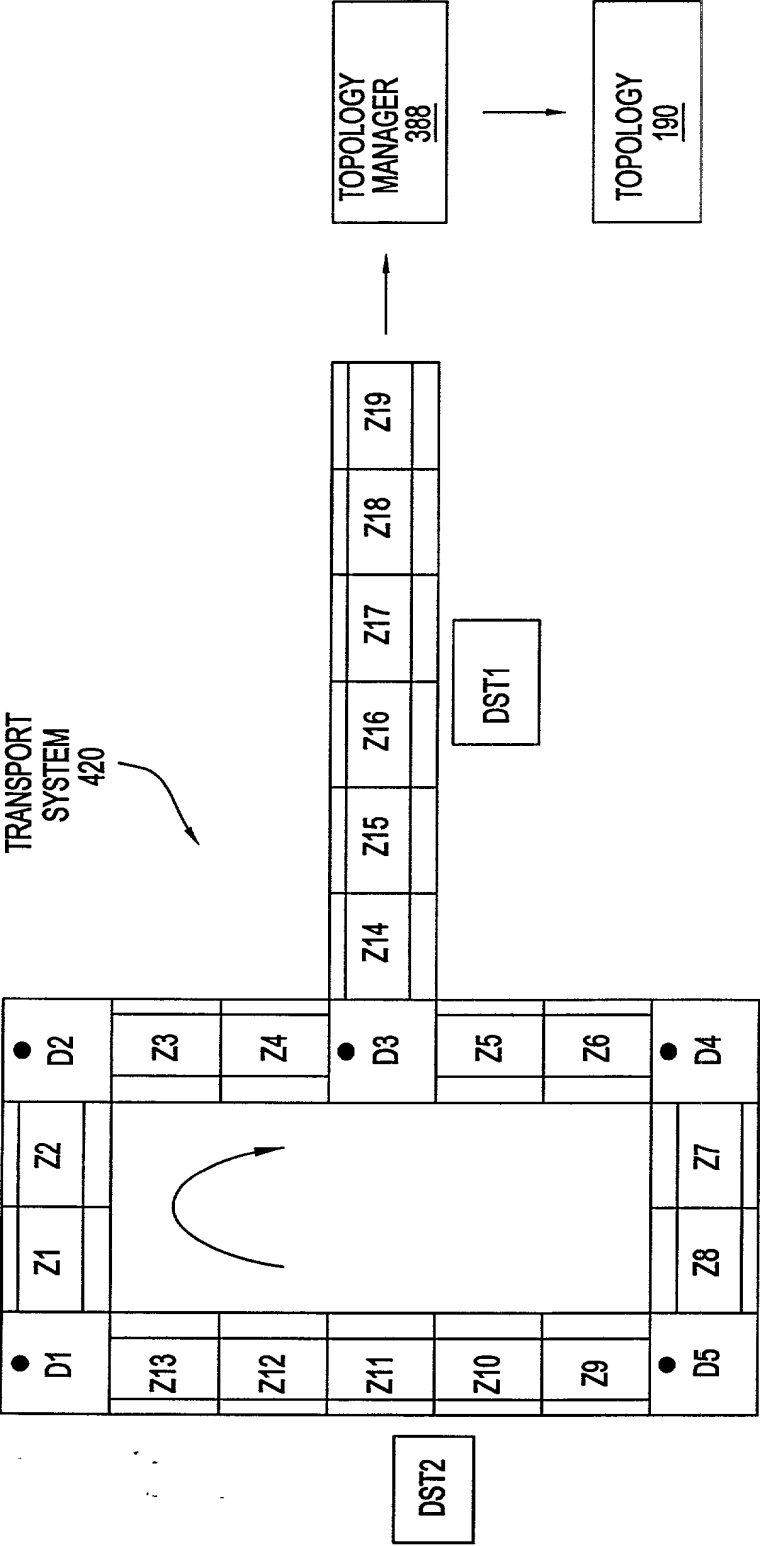


FIG. 11

TOPOLOGY
392

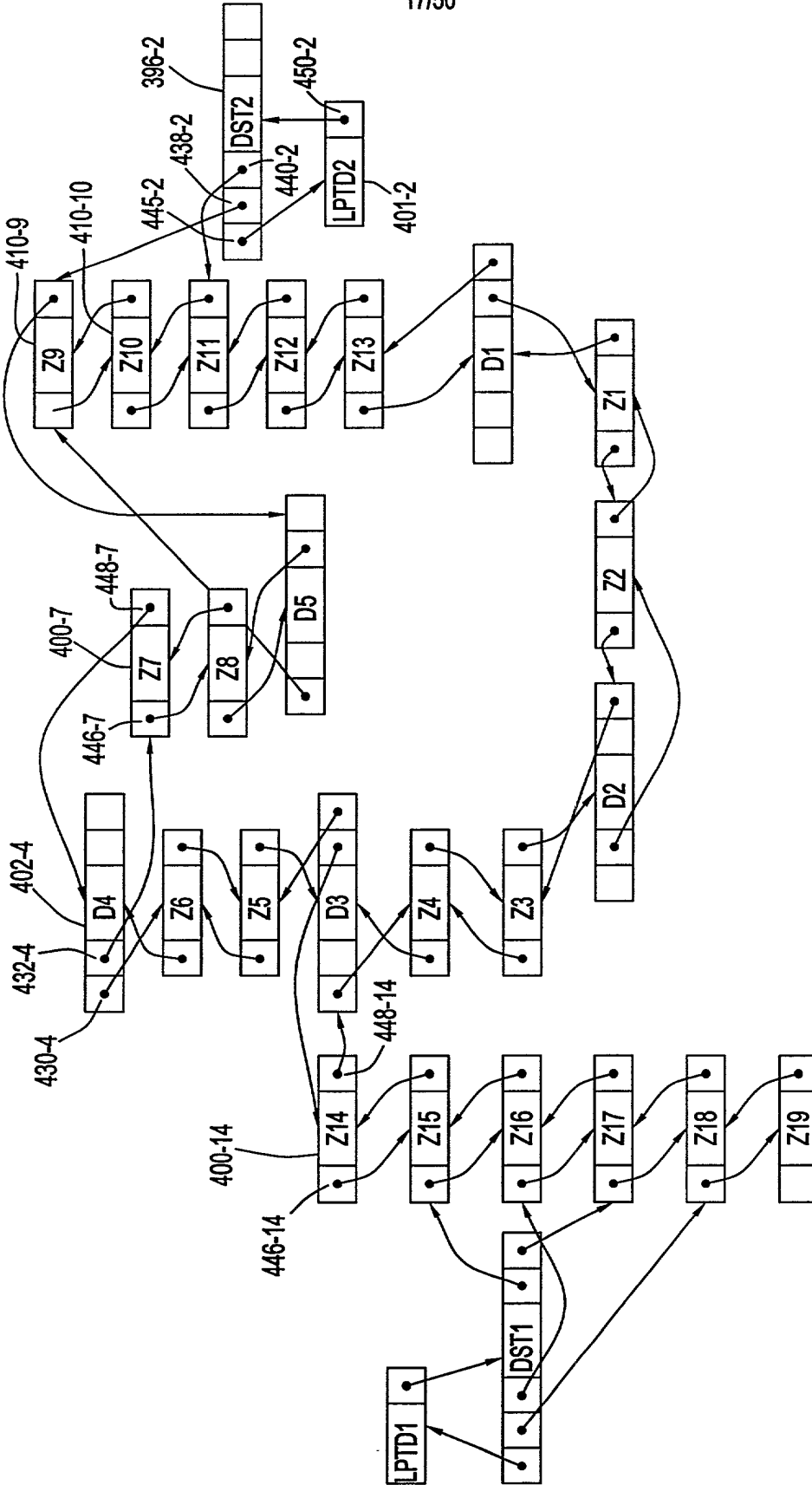


FIG. 12A

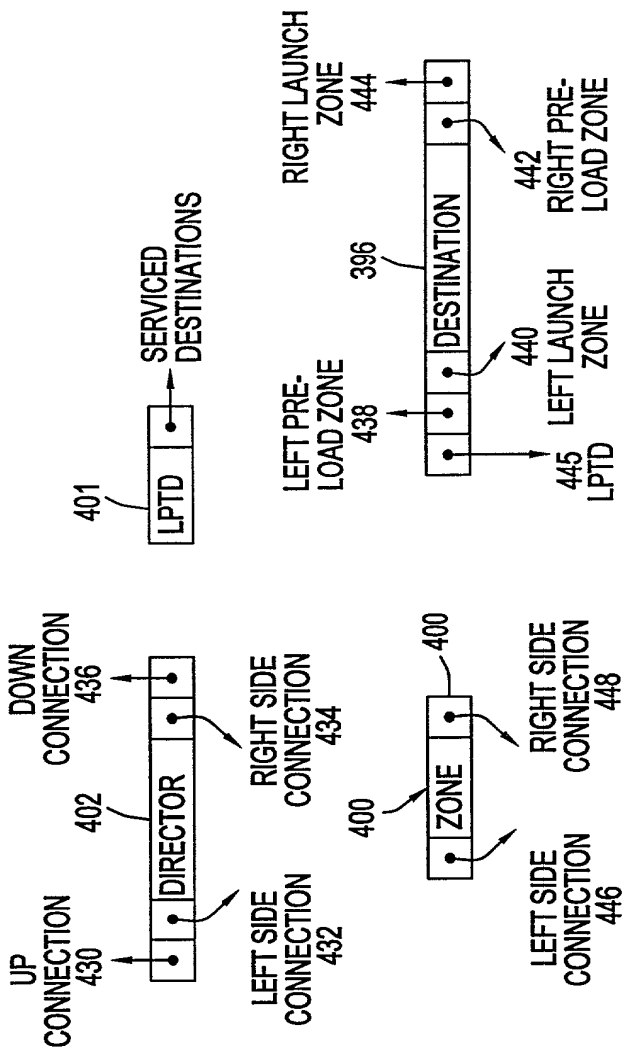
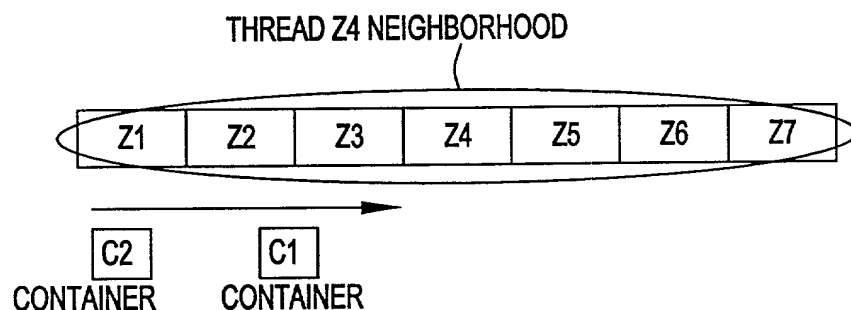


FIG. 12B



ZONE Z4 THREAD 512-4

ZONE STATE MACHINE	<u>620</u>
ZONE THREAD METHODS	<u>622</u>
ZONE Z4 DATA	<u>624</u>
NEIGHBOR STATUS:	<u>626</u>
ZONE Z1 STATUS	<u>628</u>
STATUS {CARRIER EXITING, CARRIER EXITED,	
CARRIER STOPPED, CARRIER REMOVED,	
ZONE AVAILABLE, ZONE RESERVED};	
MAXIMUM SPEED;	<u>630</u>
ZONE Z2 STATUS	<u>632</u>
ZONE Z3 STATUS	<u>634</u>
ZONE Z5 STATUS	<u>636</u>
ZONE Z6 STATUS	<u>638</u>
ZONE Z7 STATUS	<u>640</u>
CONTAINERS QUEUE	<u>642</u>
CONTAINER C1	<u>644</u>
CONTAINER C2	<u>646</u>
NEAREST CONTAINER PTR (=C1)	<u>648</u>
...	
DOWNSTREAM SPEED TABLE;	<u>670</u>
UPSTREAM SPEED COMMAND;	<u>672</u>
MAXIMUM SPEED;	<u>674</u>
SPEED TABLE RULES)	<u>676</u>

FIG. 13

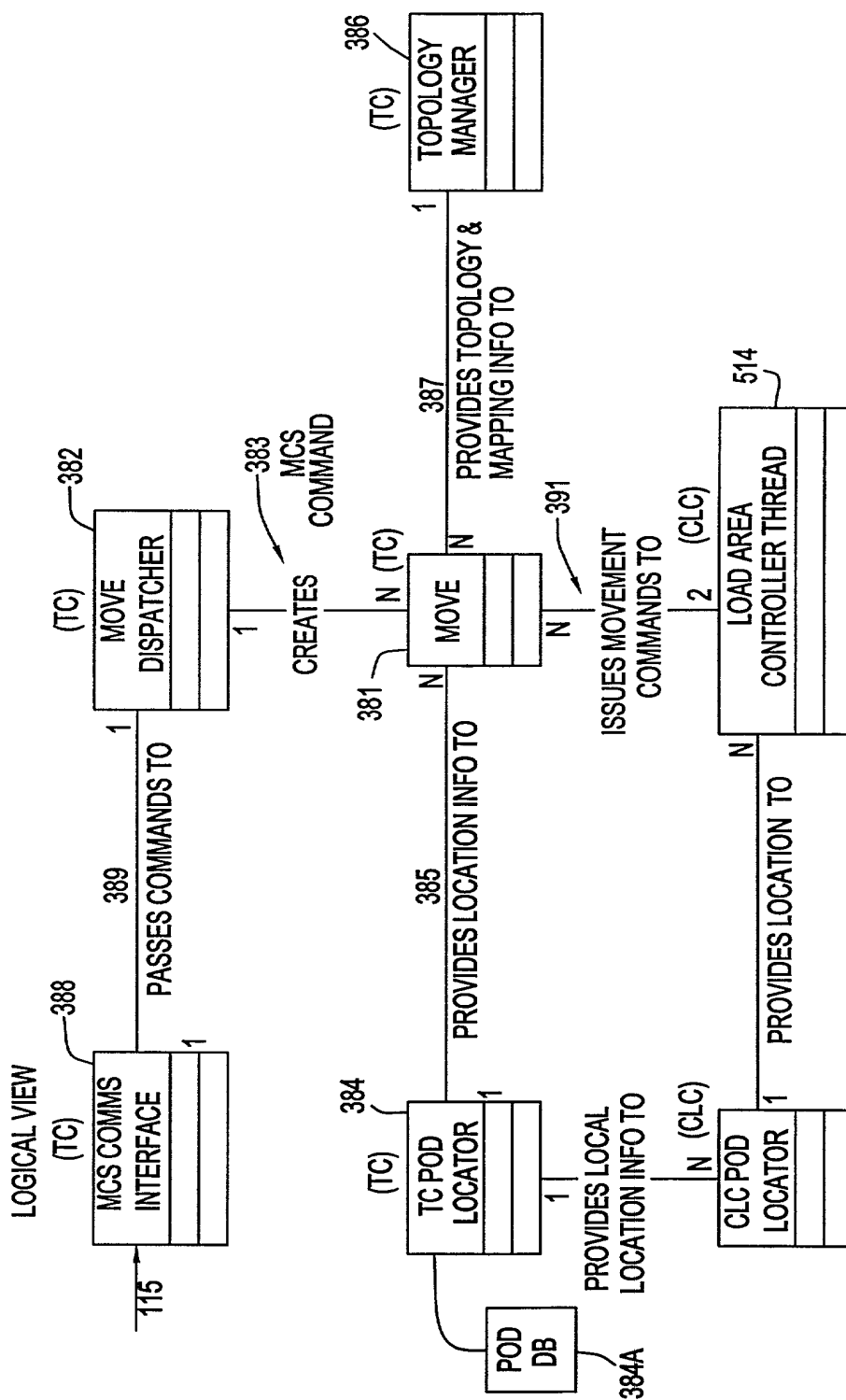
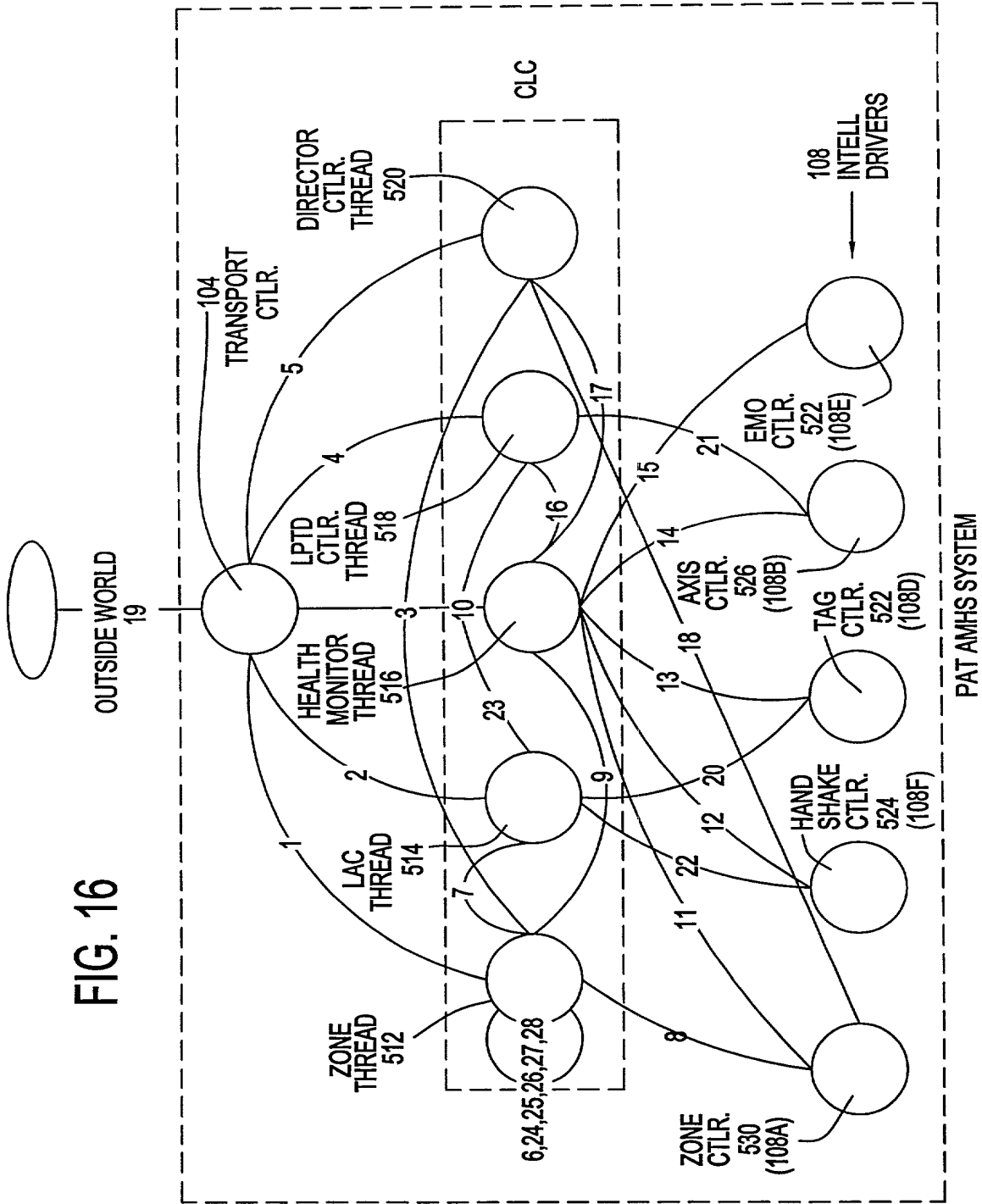
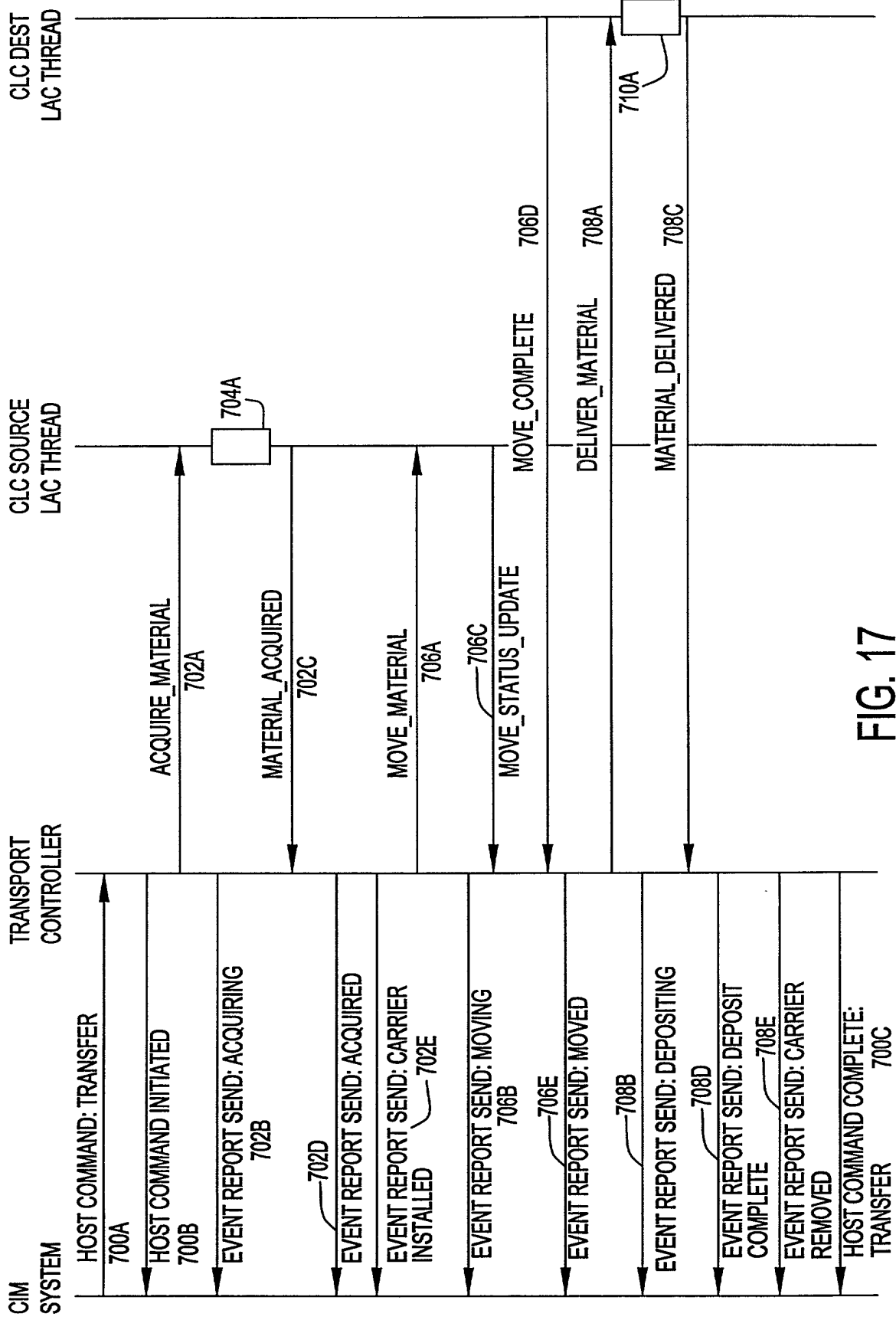


FIG. 14



FIG. 15





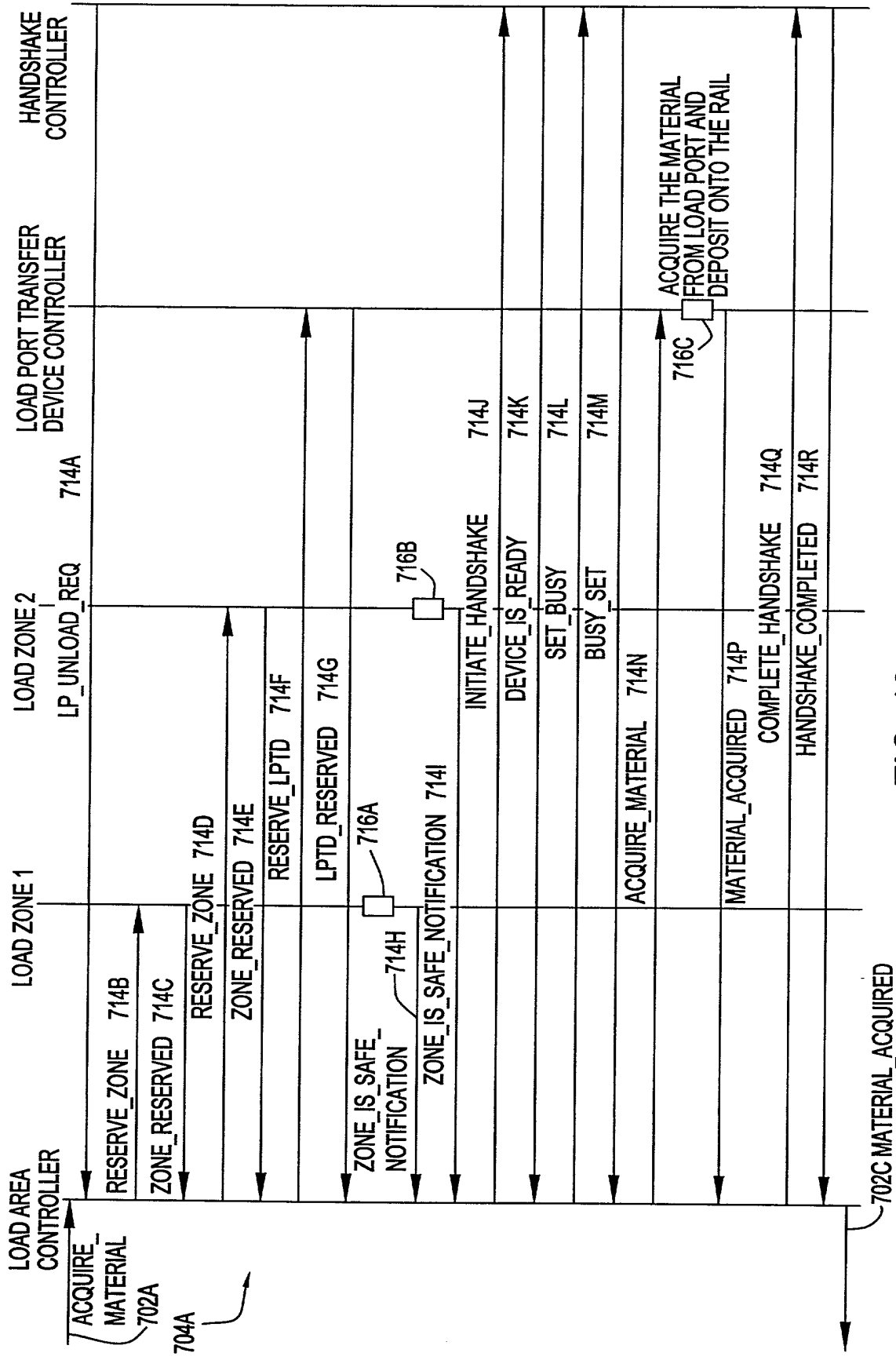


FIG. 18

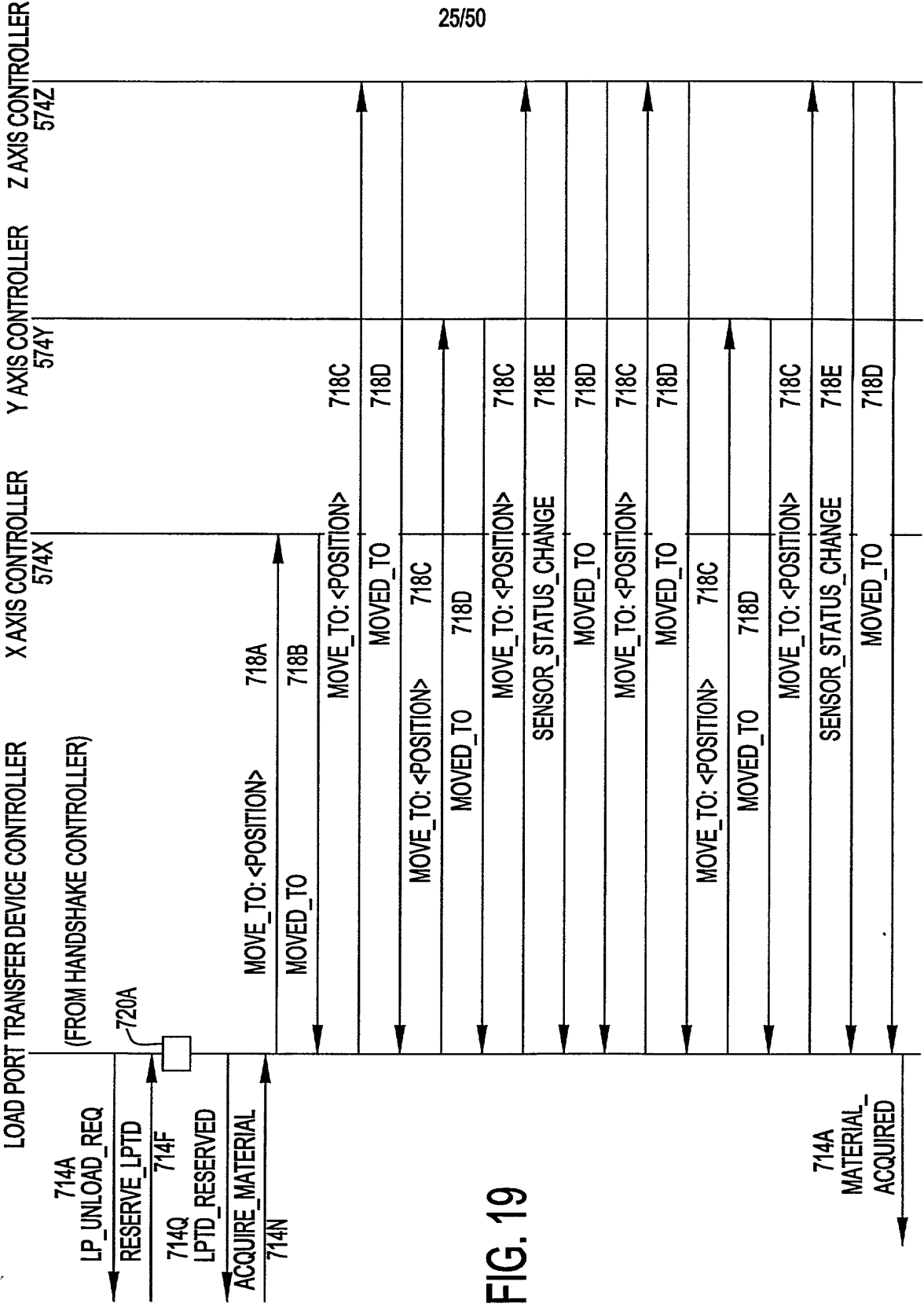


FIG. 19

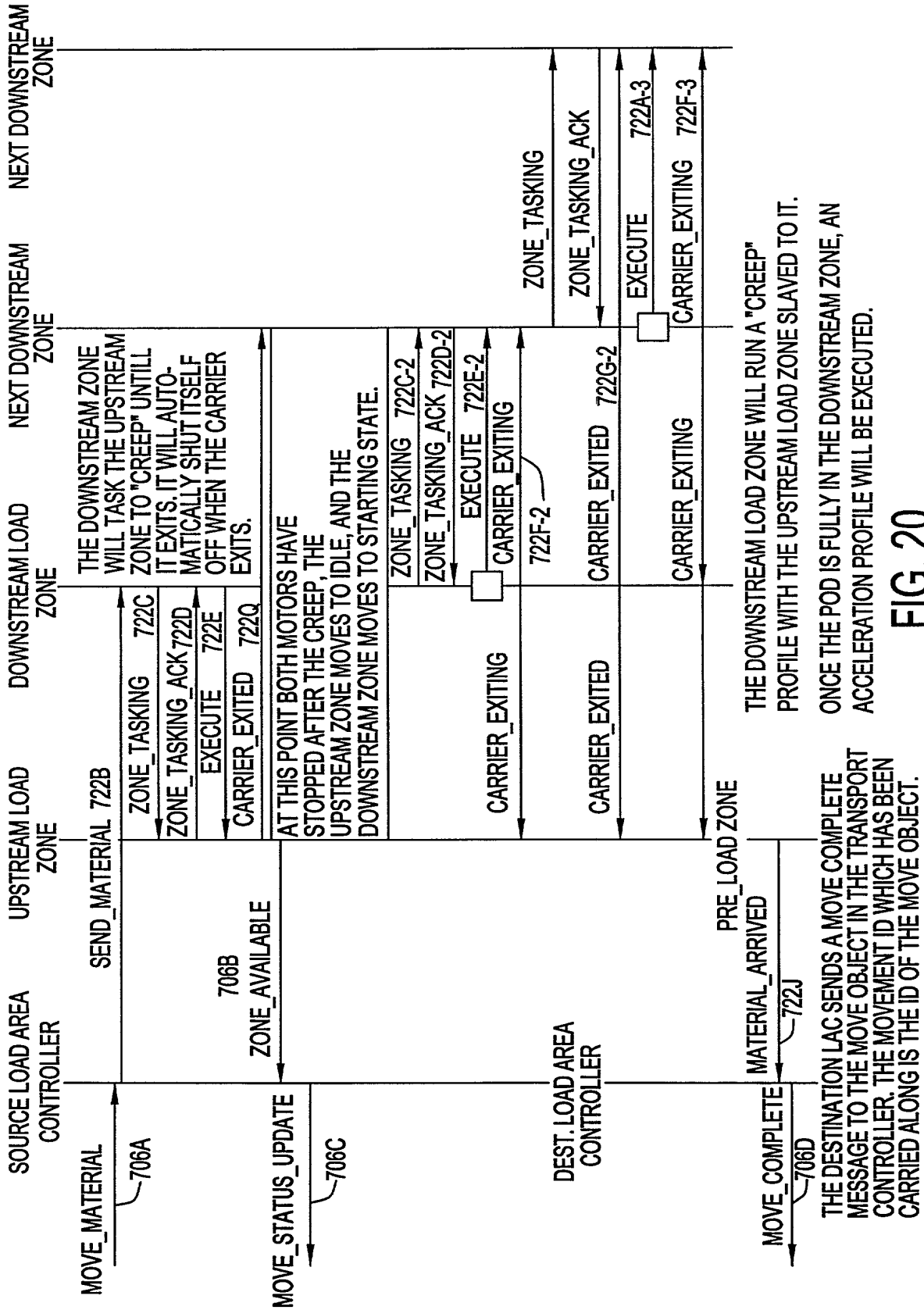
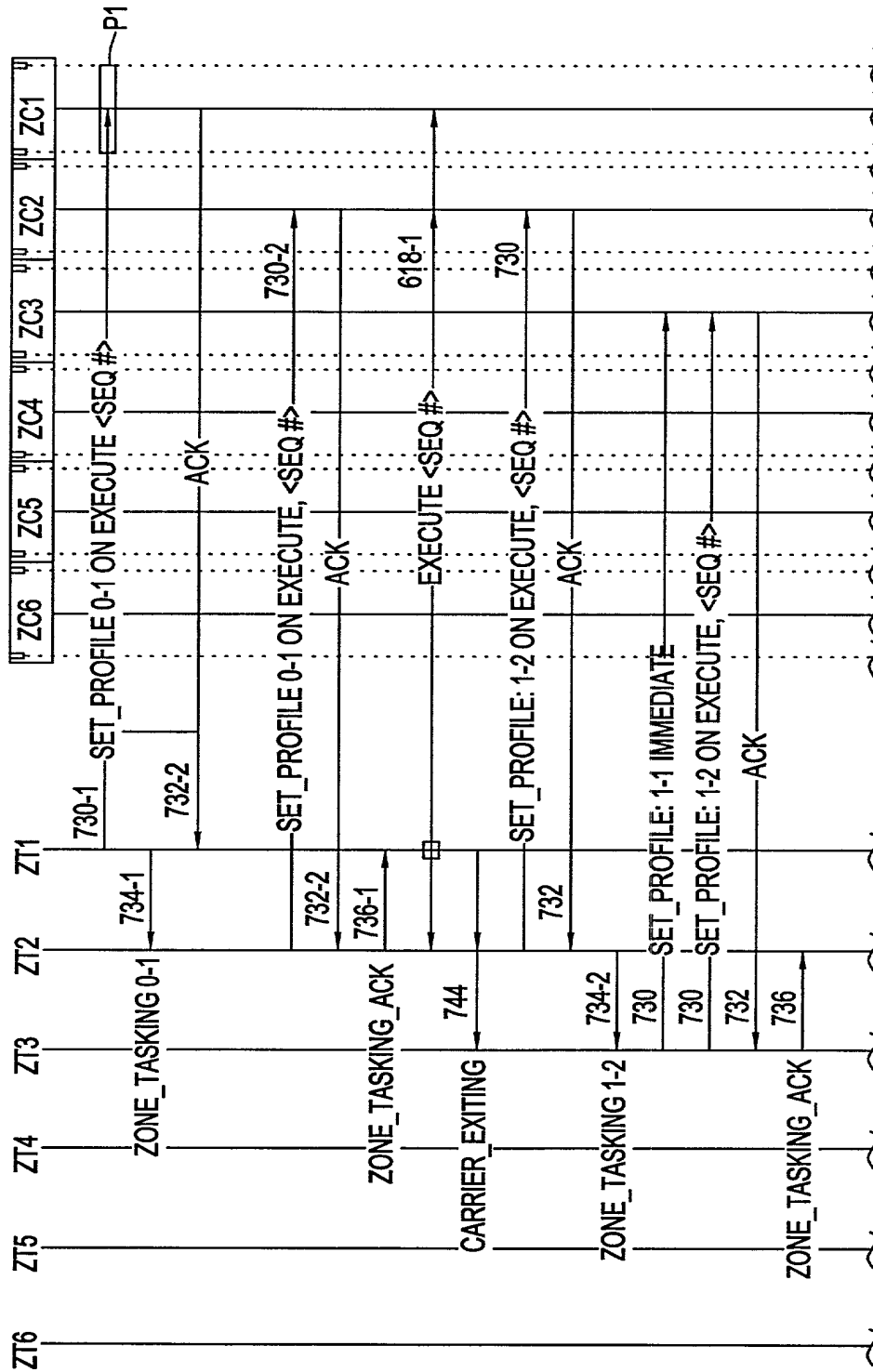
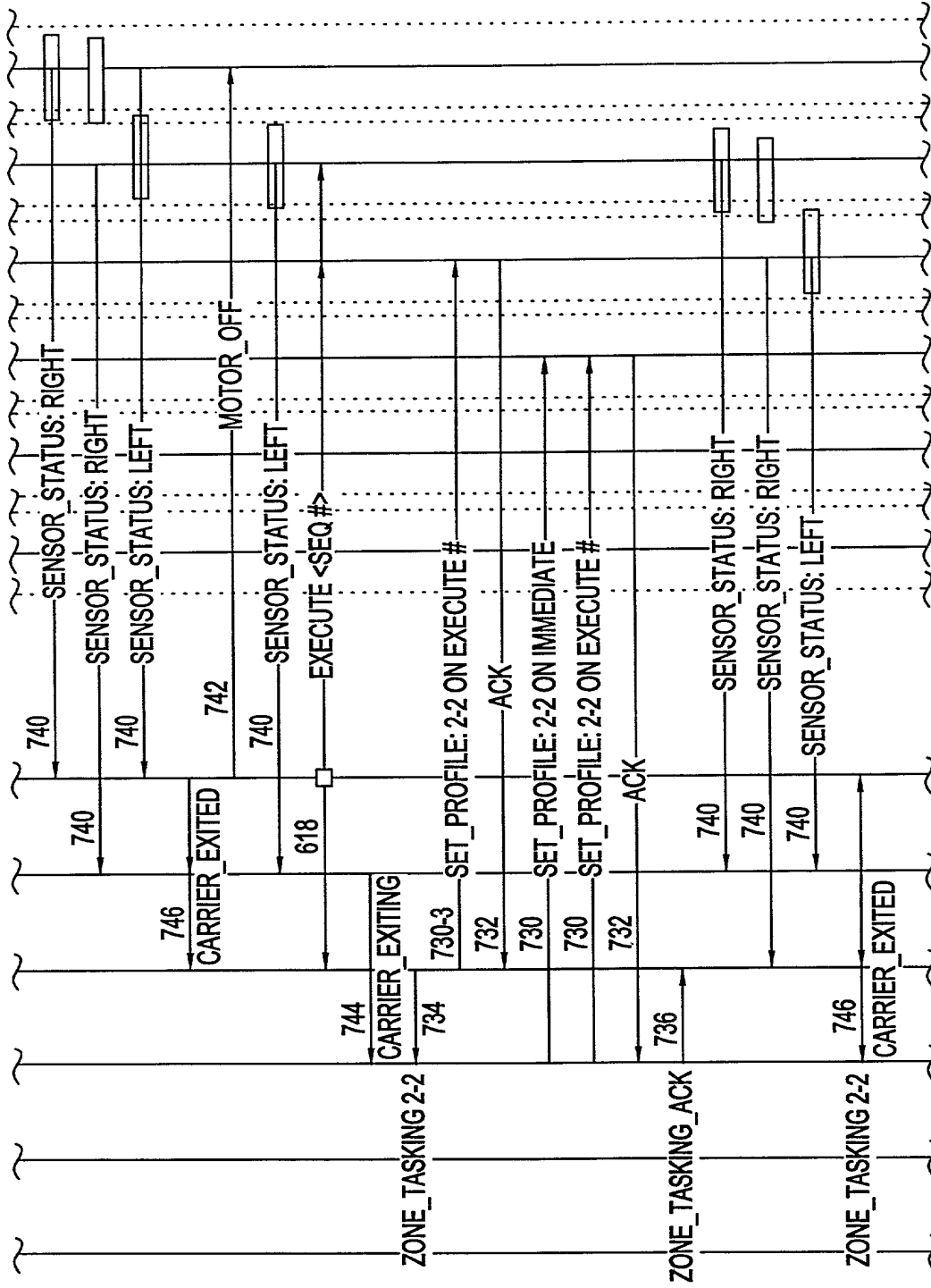


FIG. 20



CONTINUED TO FIG. 21B

FIG. 21 A



CONTINUED TO FIG. 21C

FIG. 21B

CONTINUED FROM FIG. 21B

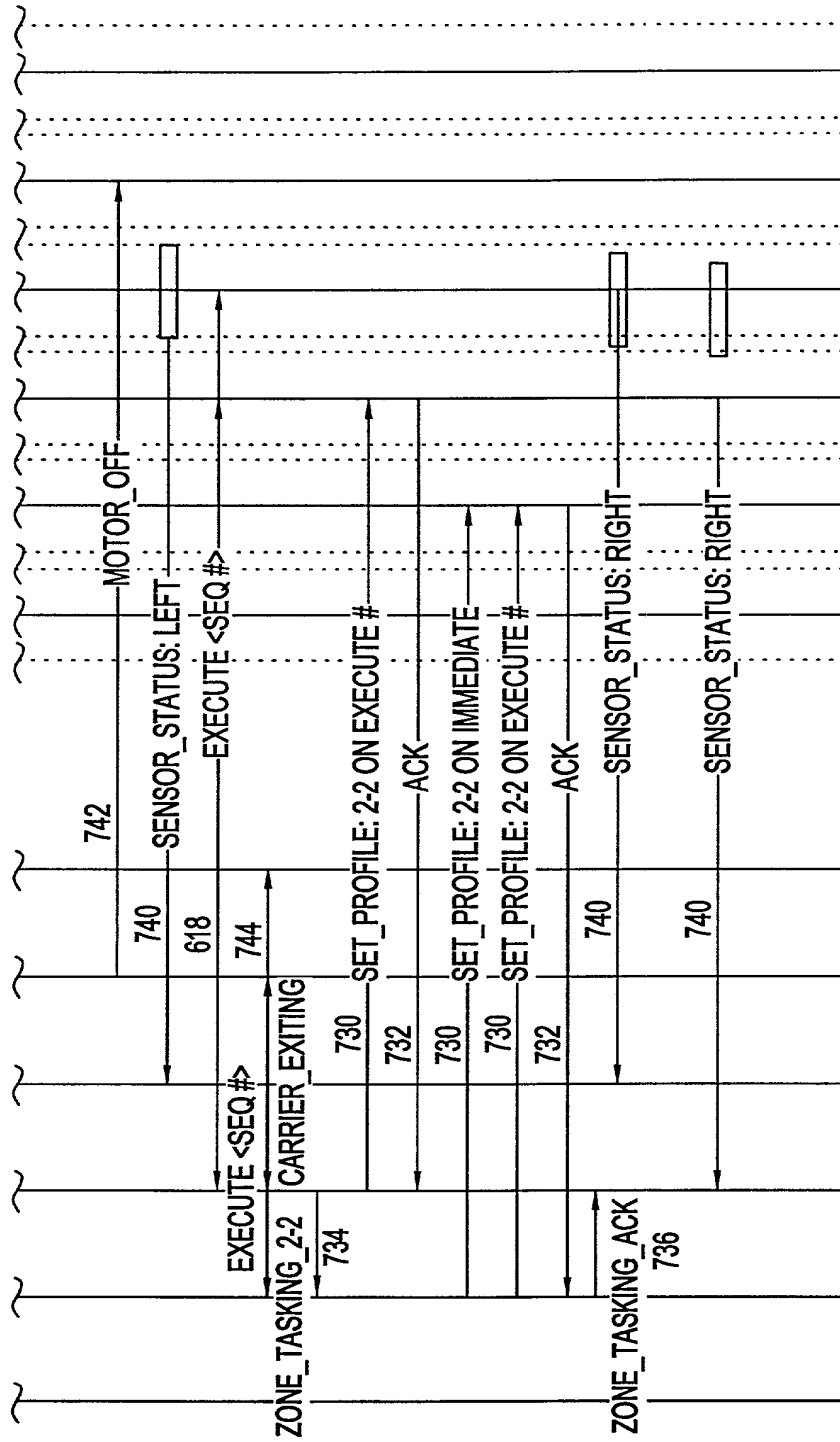
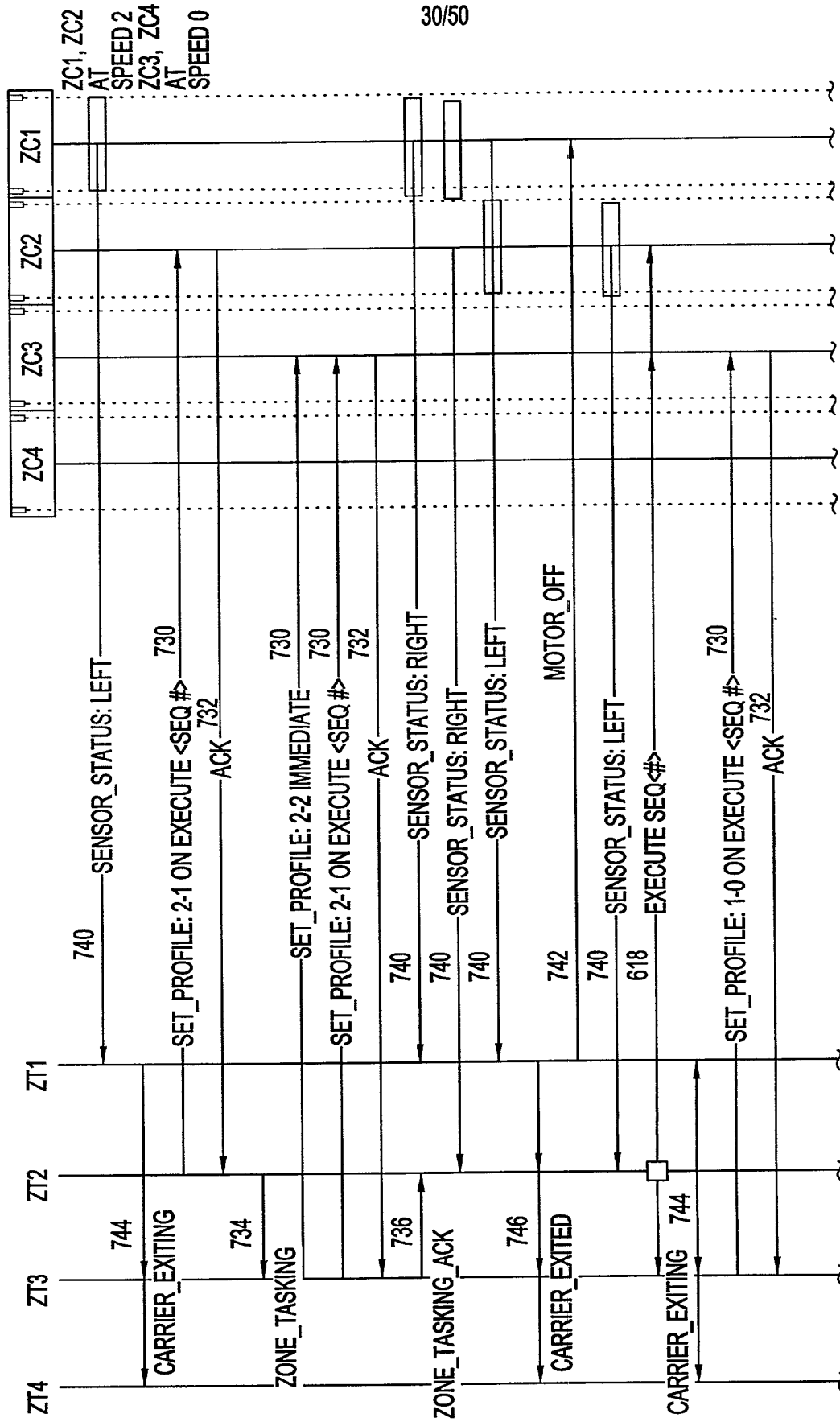


FIG. 21C



CONTINUED TO FIG. 22B

FIG. 22A

CONTINUED FROM FIG. 22A

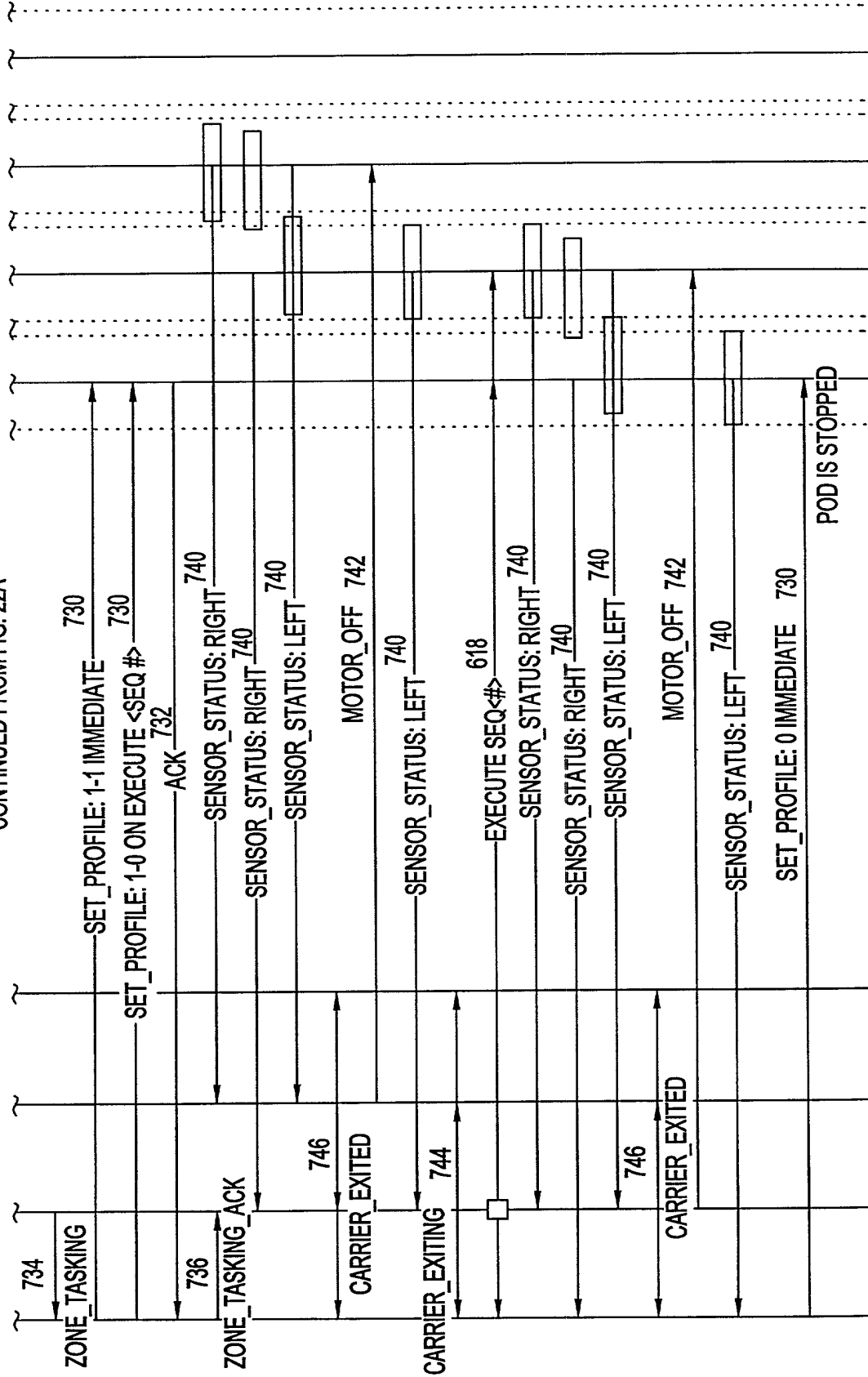


FIG. 22B



FIG. 23A

FIG. 23B is a continuation of FIG. 23A, showing the state of the system after the handshake is completed. The system is now in a state where the material is delivered and the zone is available.

CONTINUED FROM FIG. 23A

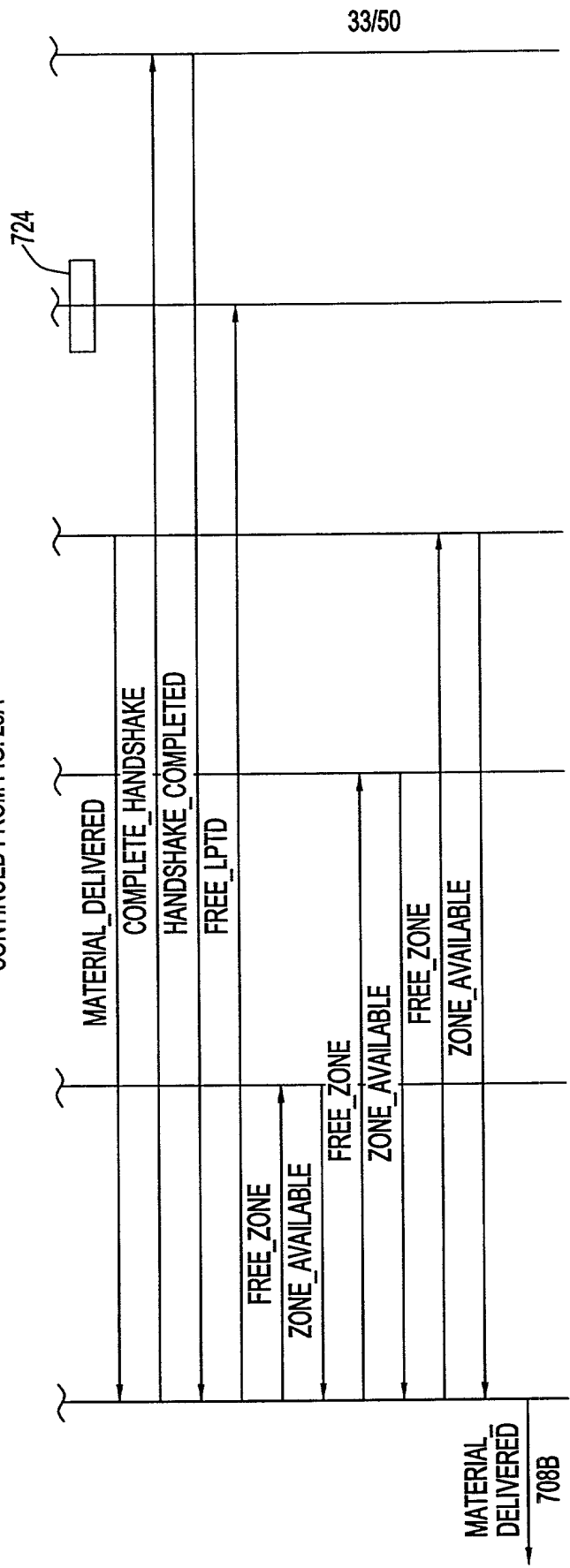


FIG. 23B

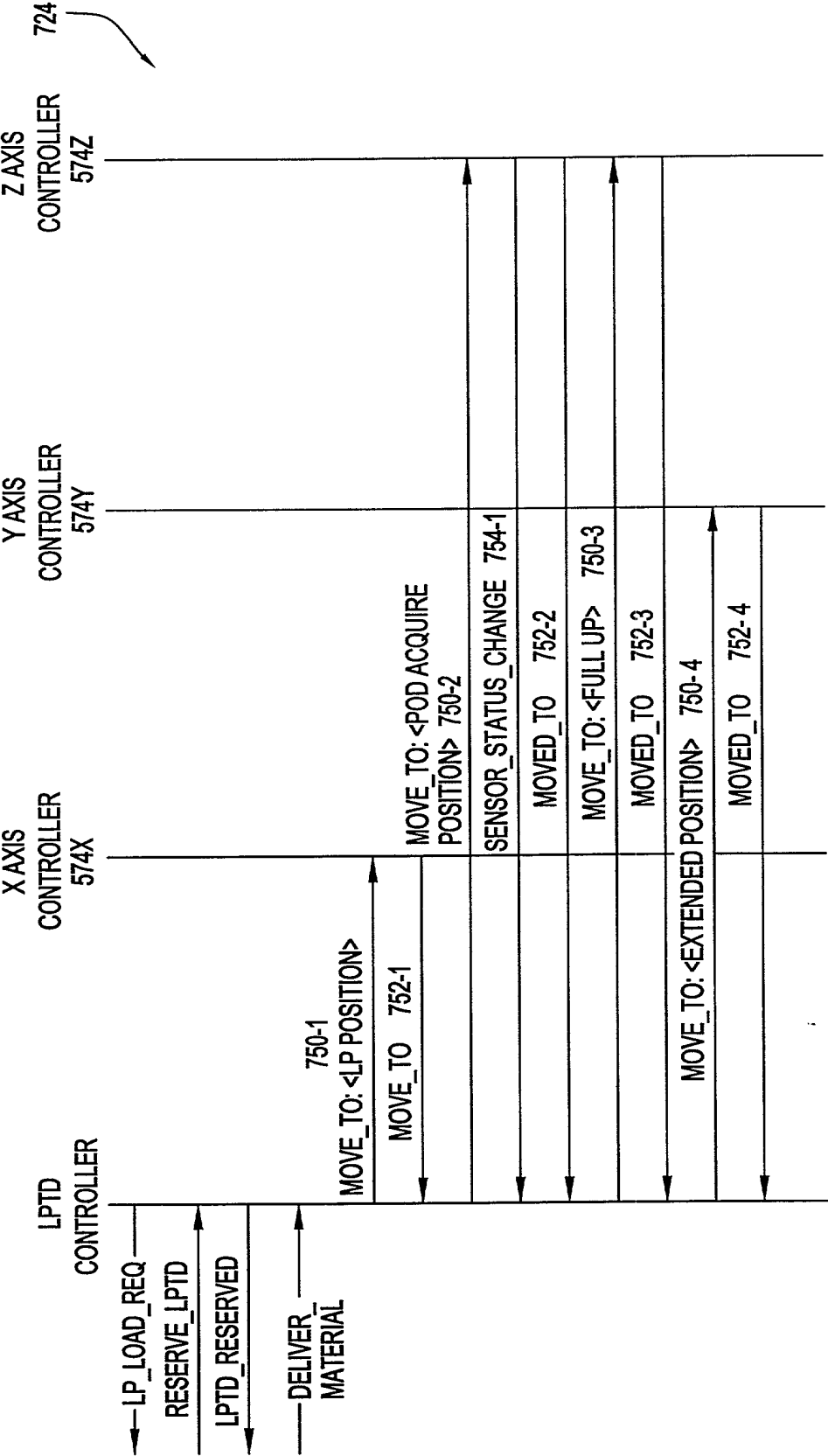
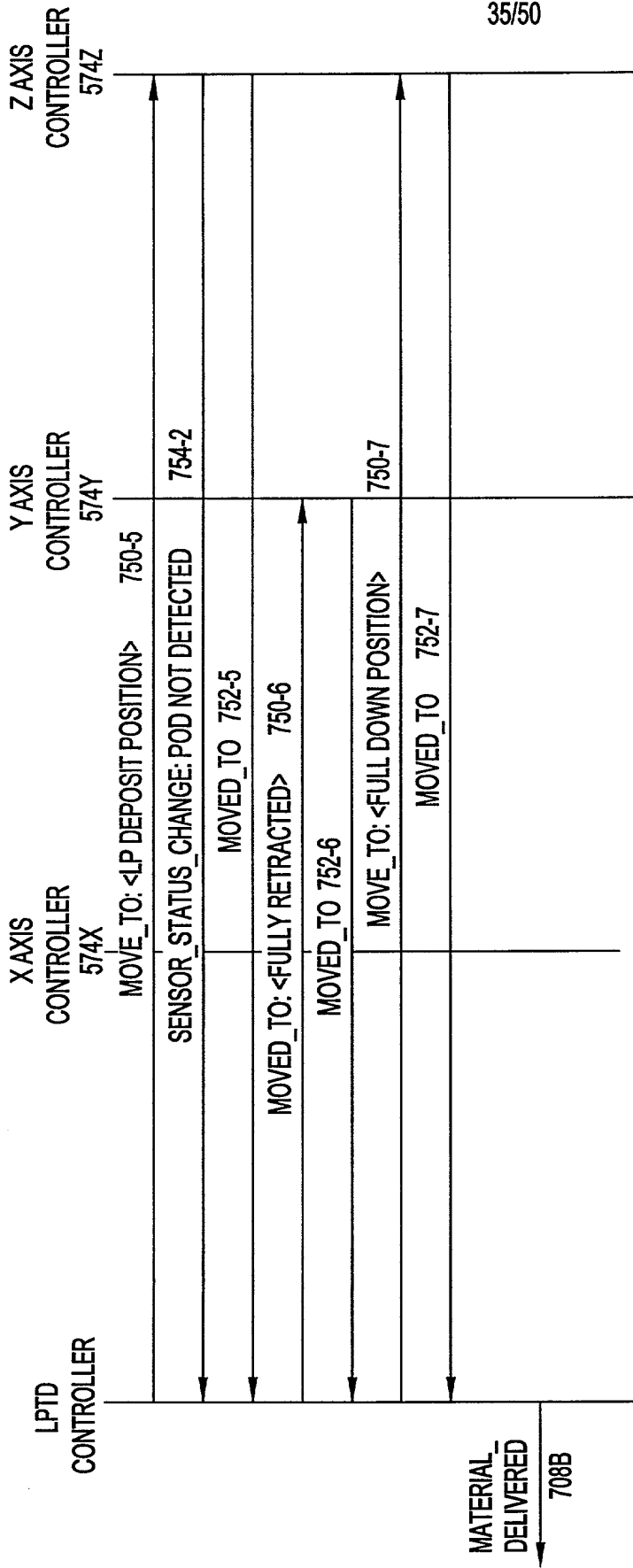


FIG. 24A



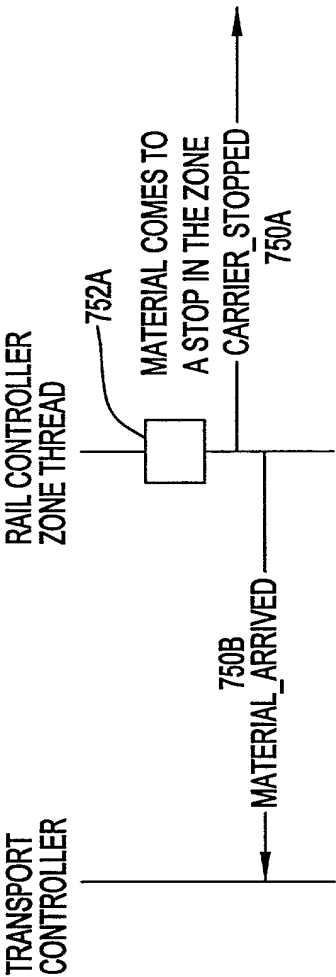


FIG. 25

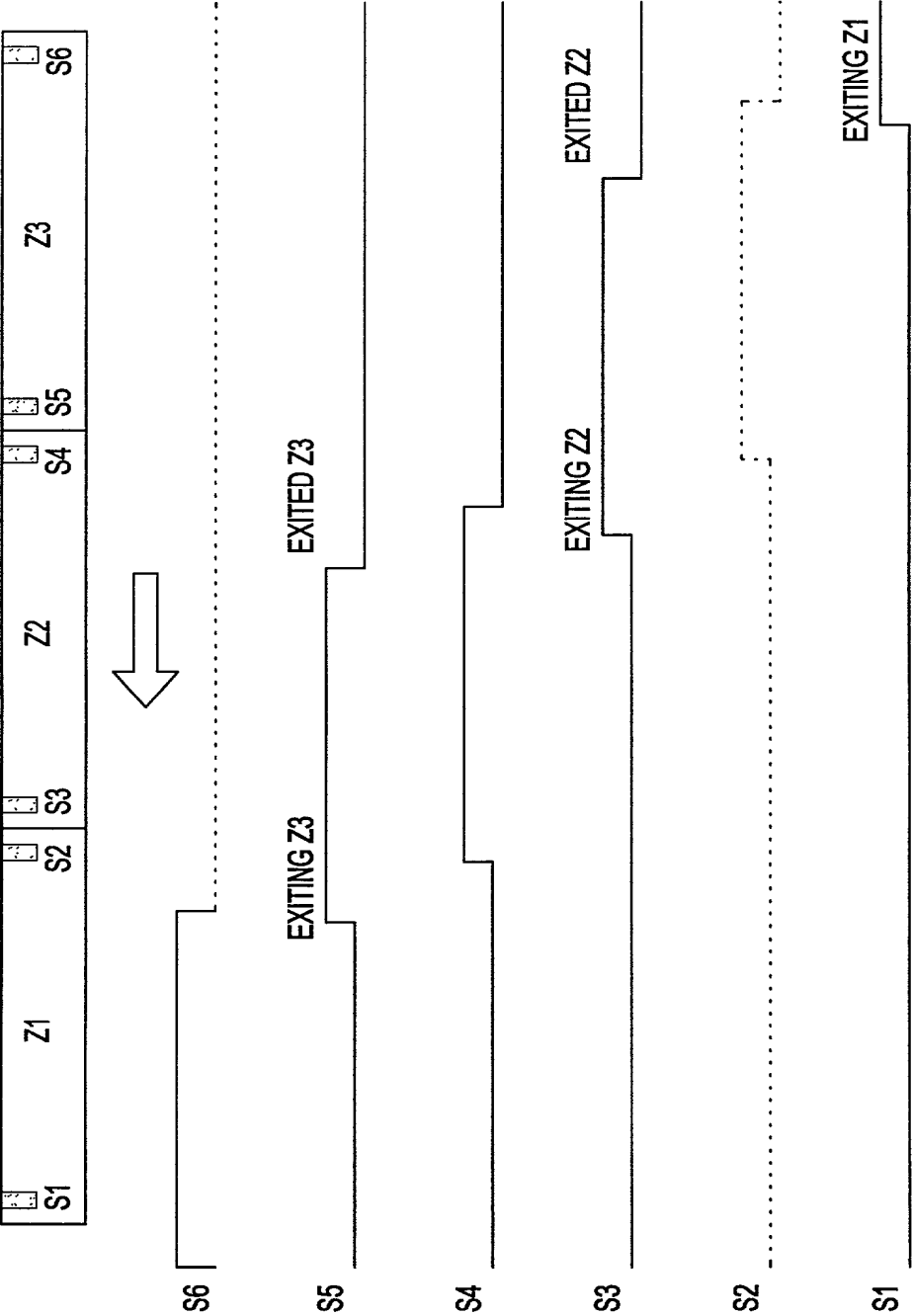


FIG. 26

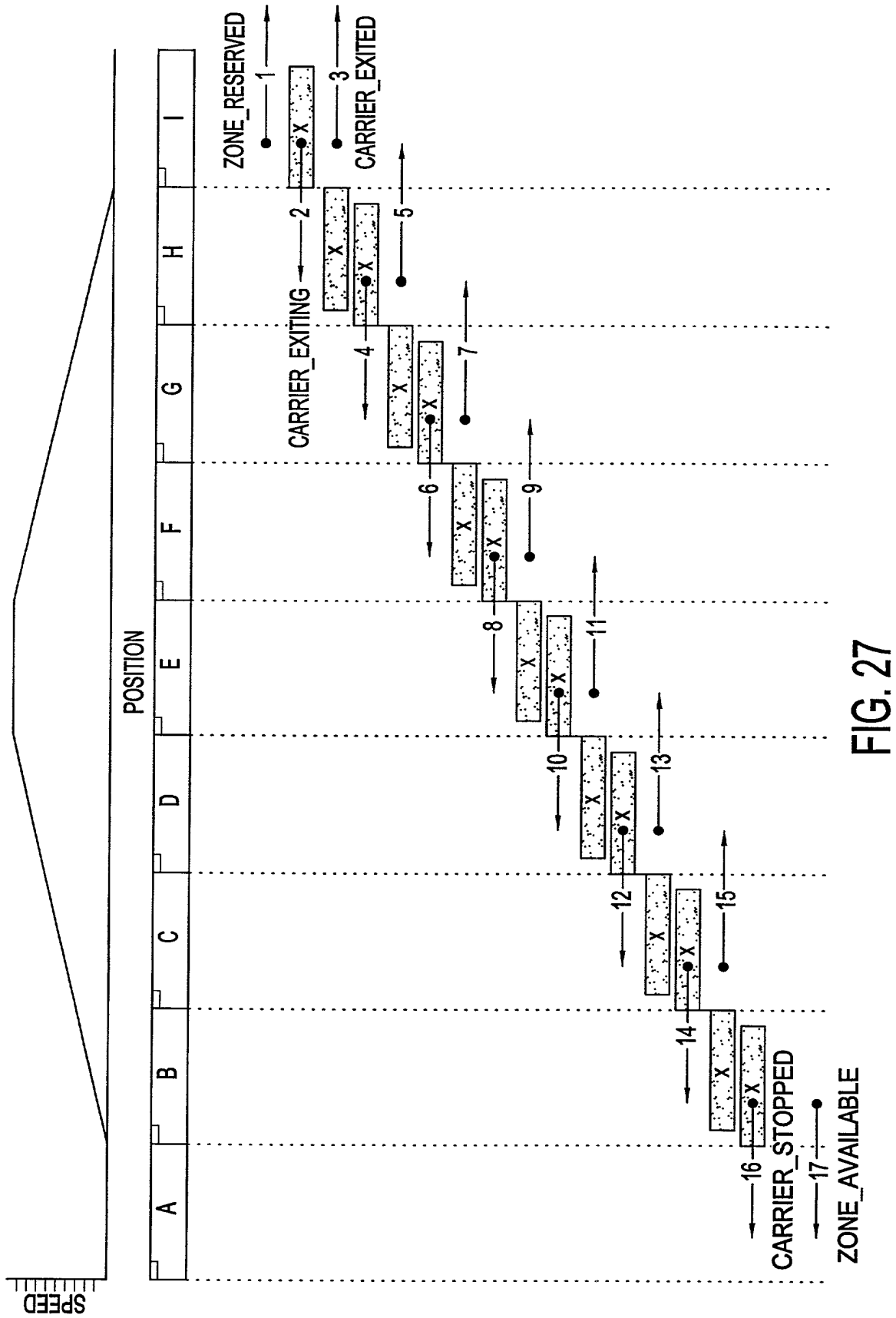


FIG. 27

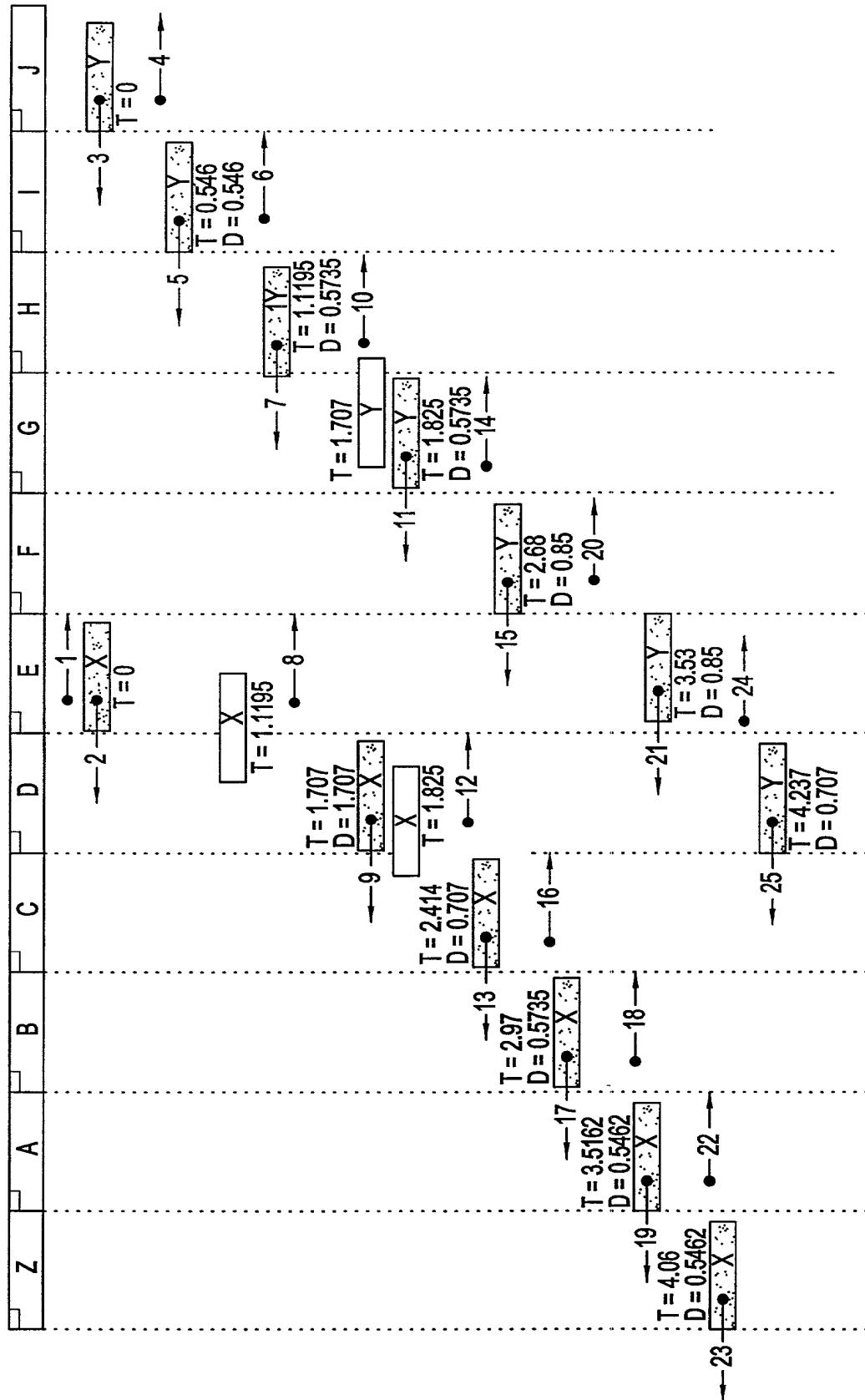
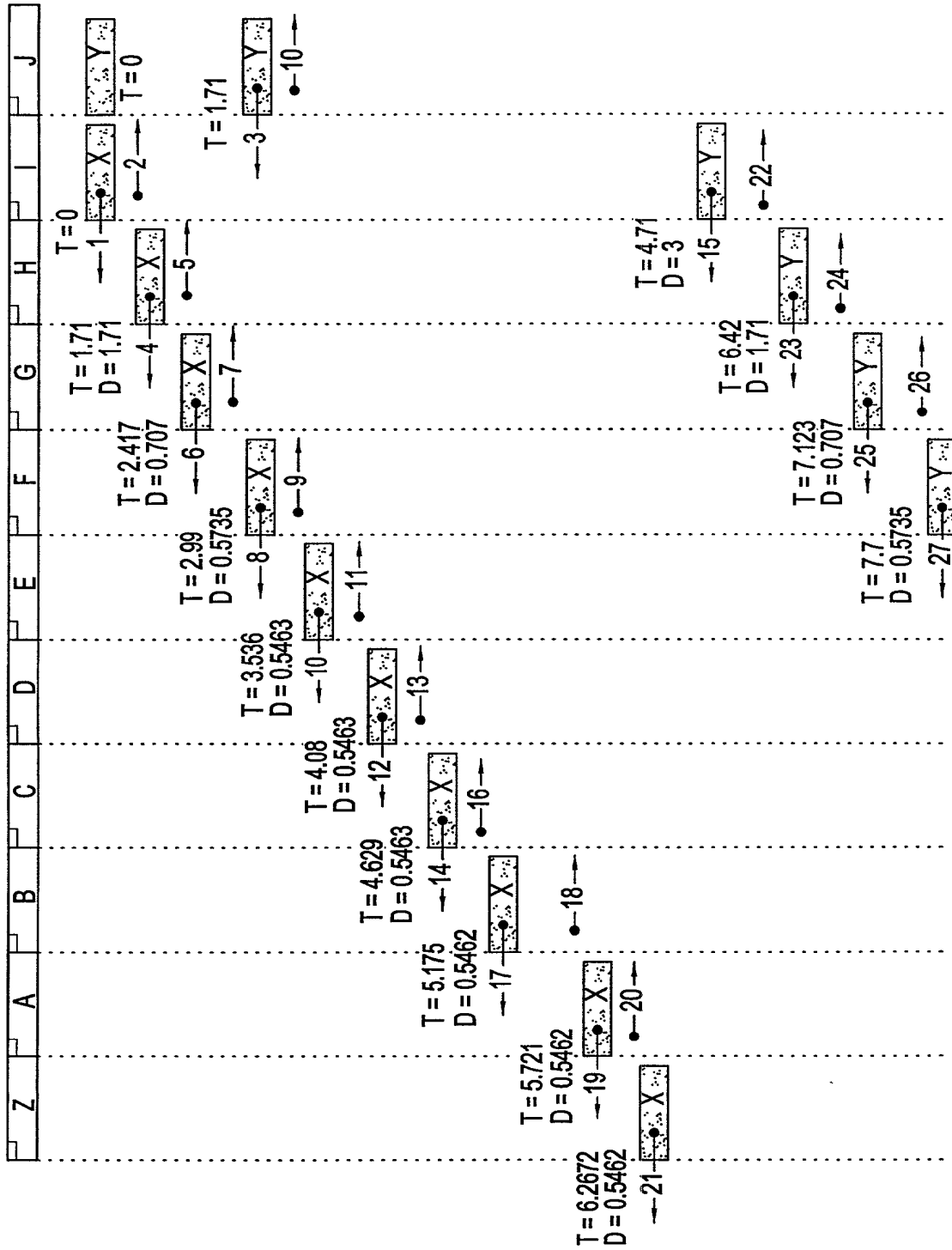


FIG. 28

FIG. 29



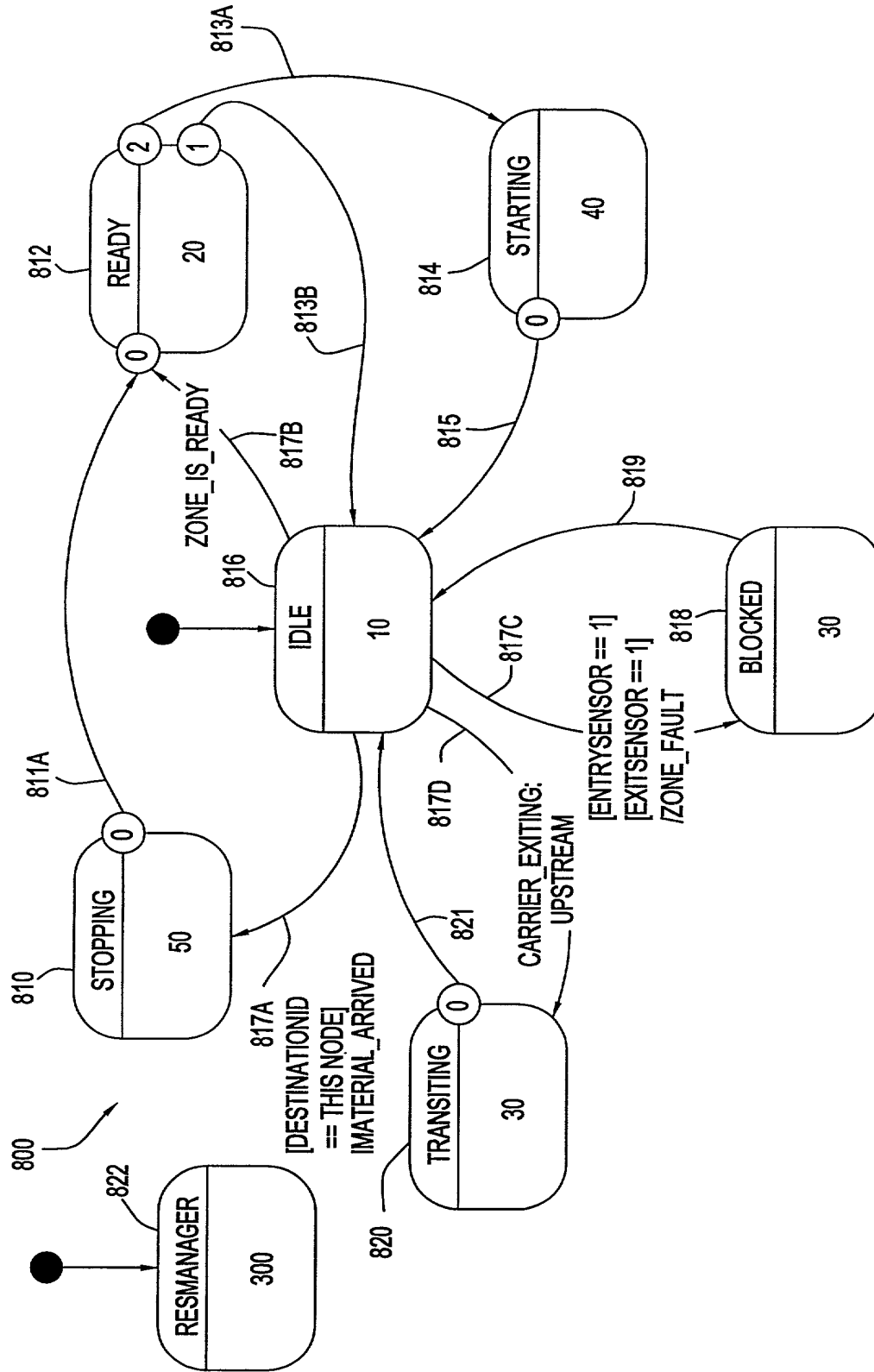


FIG. 30

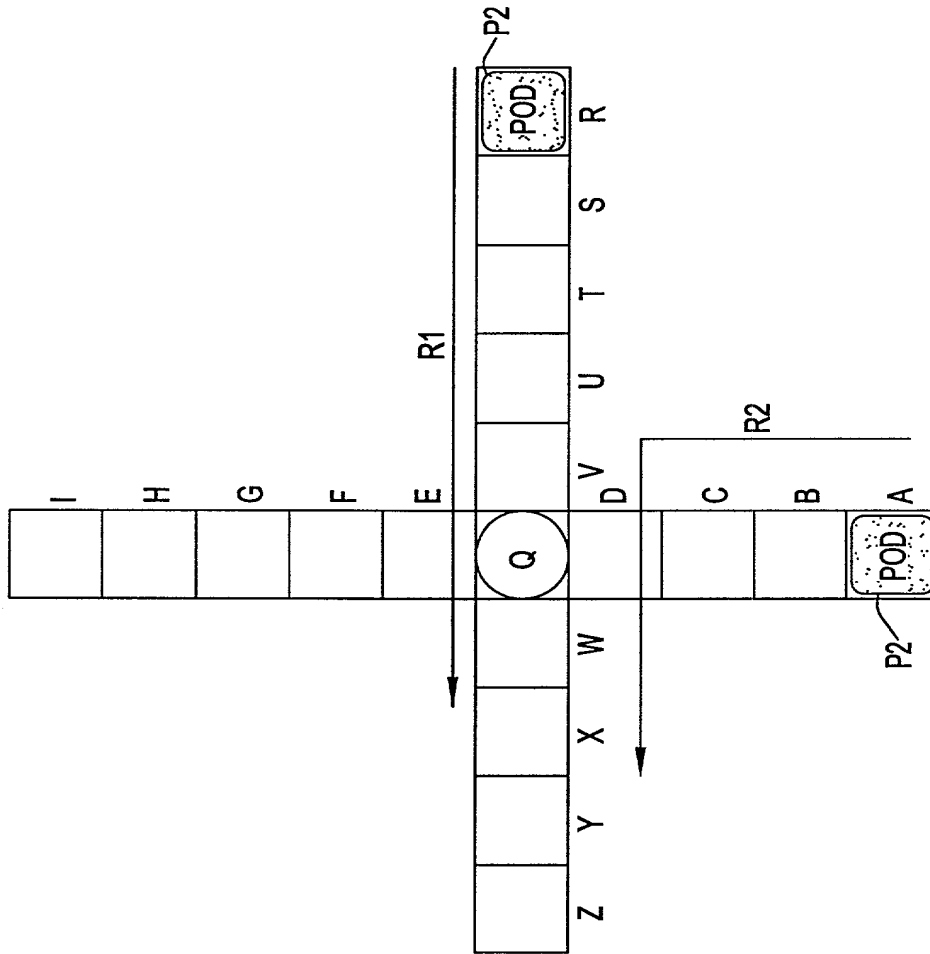
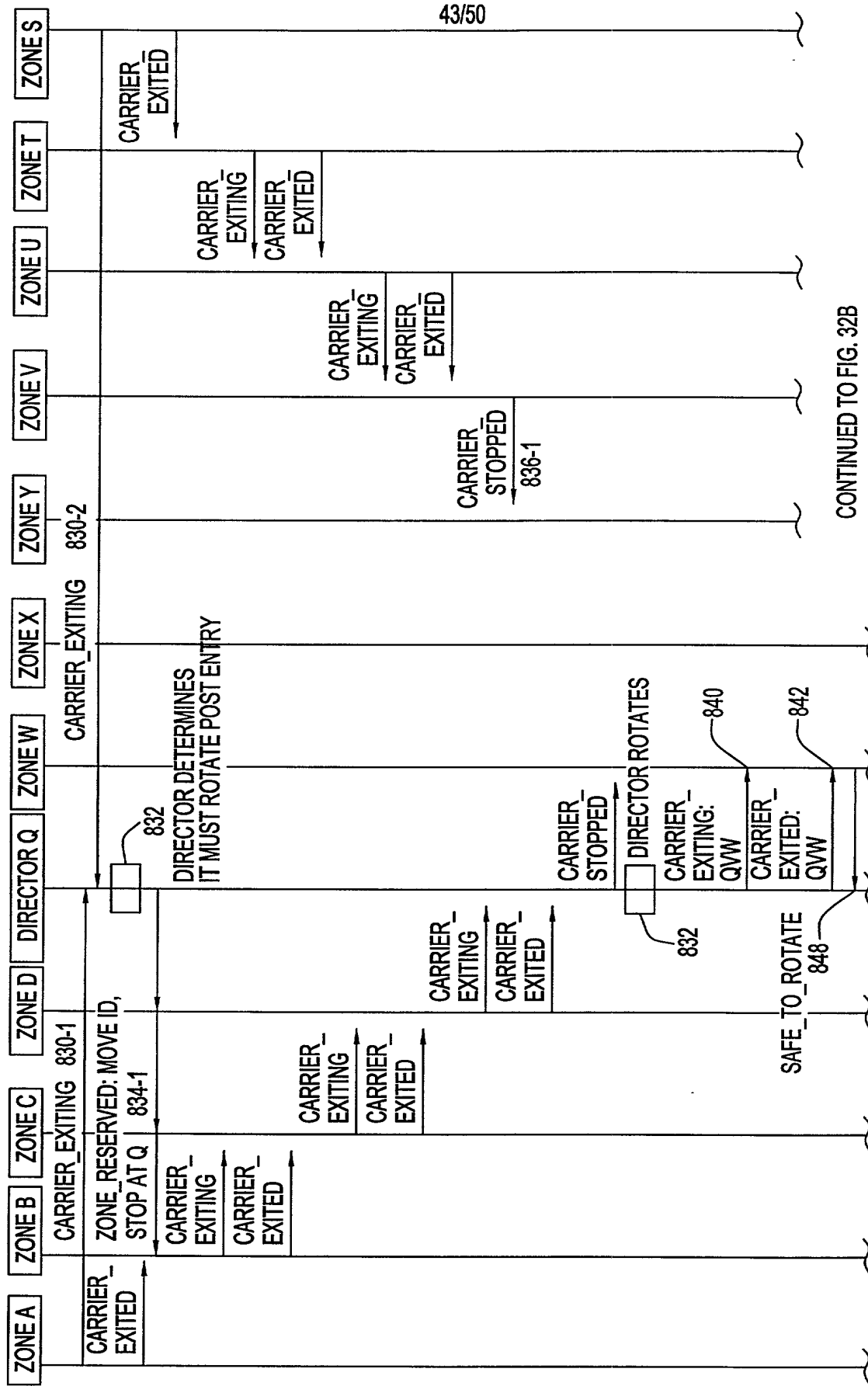


FIG. 31



CONTINUED TO FIG. 32B

FIG. 32A

CONTINUED FROM FIG. 32A

ZONE_RESERVED: SECOND MOVE ID, NO STOP

834-2

CARRIER_ EXITING
CARRIER_ EXITED

CARRIER_ EXITING
CARRIER_ EXITED

CARRIER_ EXITING
CARRIER_ EXITED

CARRIER_ EXITING
CARRIER_ EXITED

CARRIER_ EXITING
CARRIER_ EXITED

CARRIER_ EXITING:
QWW

CARRIER_ EXITED:
QWW

SAFE TO ROTATE

CARRIER_ EXITING:

CARRIER_ EXITED:

844

DIRECTOR ROTATES BACK TO ITS HOME POSITION ZONE-AVAILABLE: QDE

846

FIG. 32B

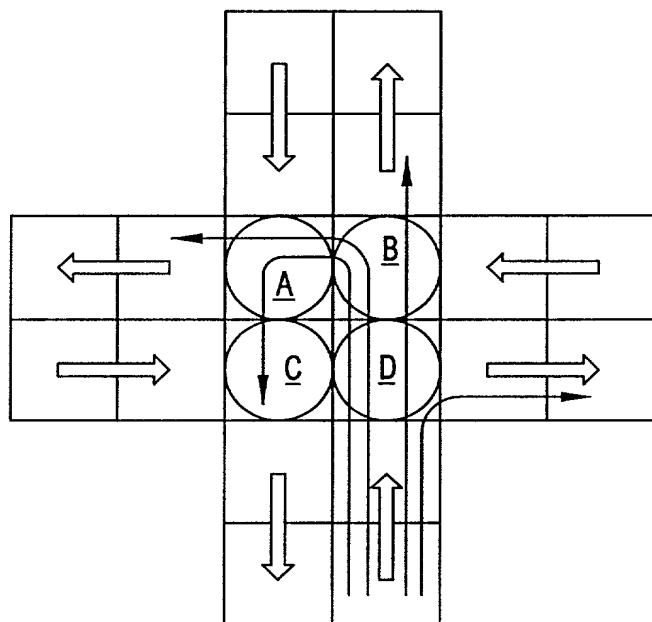


FIG. 33A

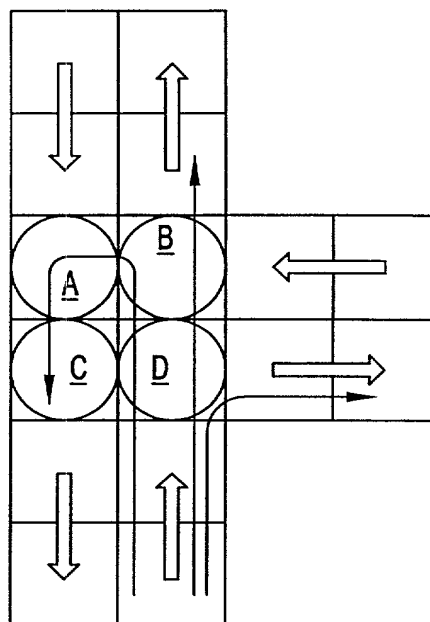


FIG. 33B

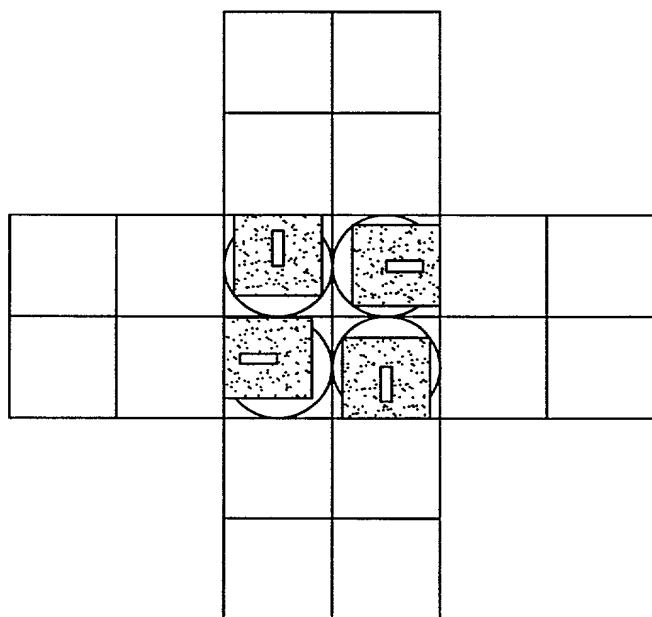


FIG. 33C

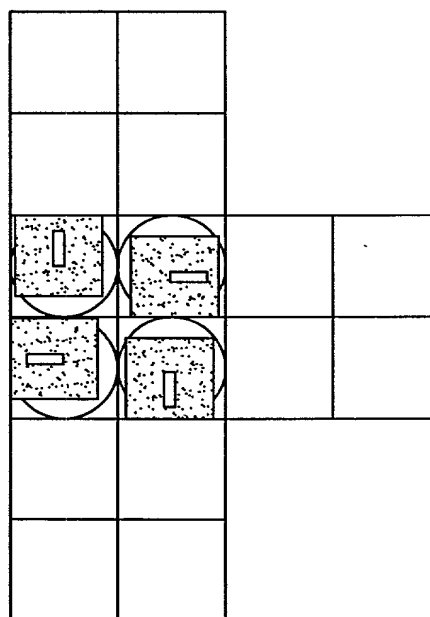


FIG. 33D

ROUTE DISCOVERY EXAMPLE:
PHYSICAL ZONE LAYOUT

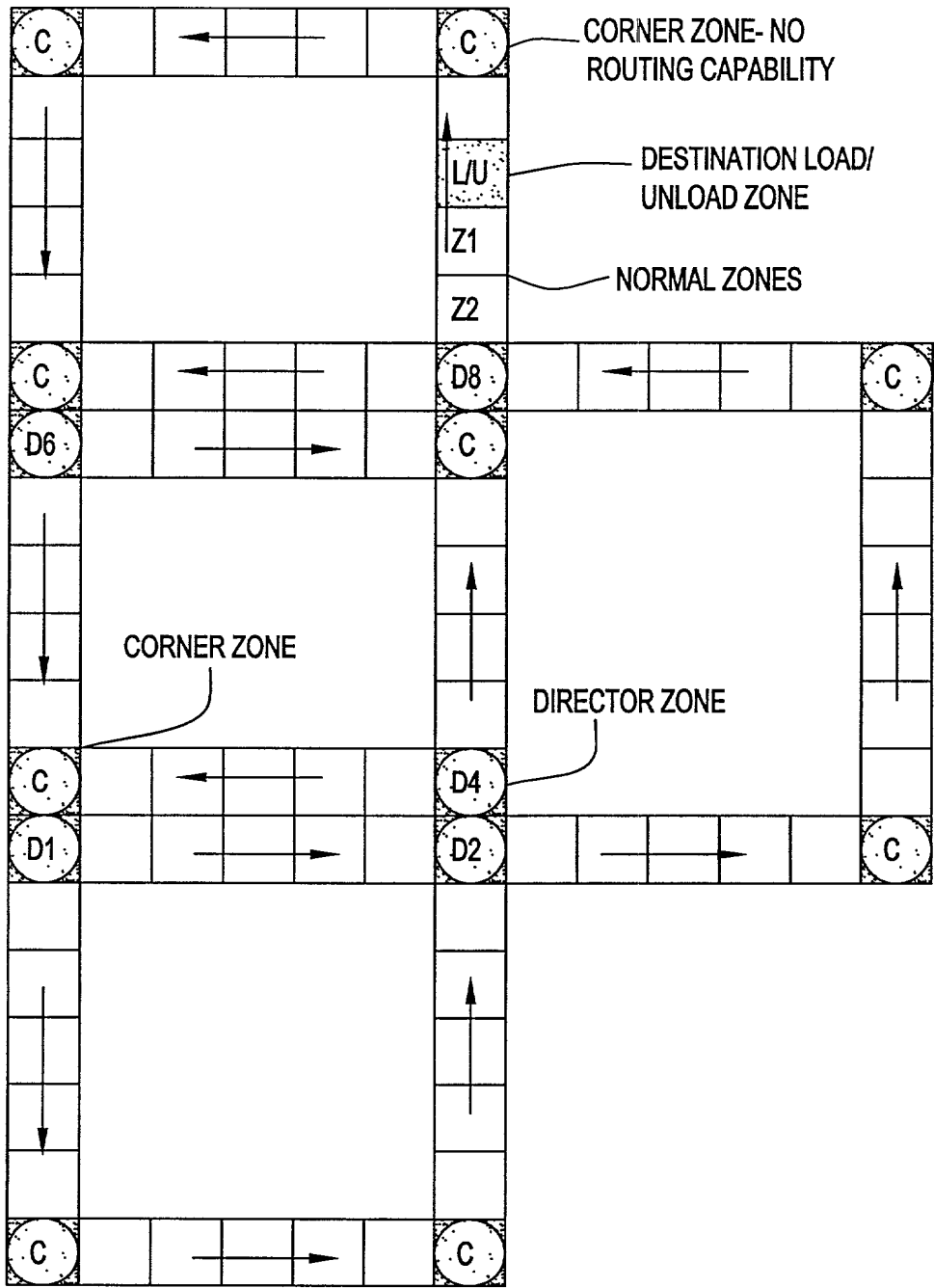


FIG. 34

ROUTE DISCOVERY EXAMPLE:
UPSTREAM ZONE CONNECTIVITY

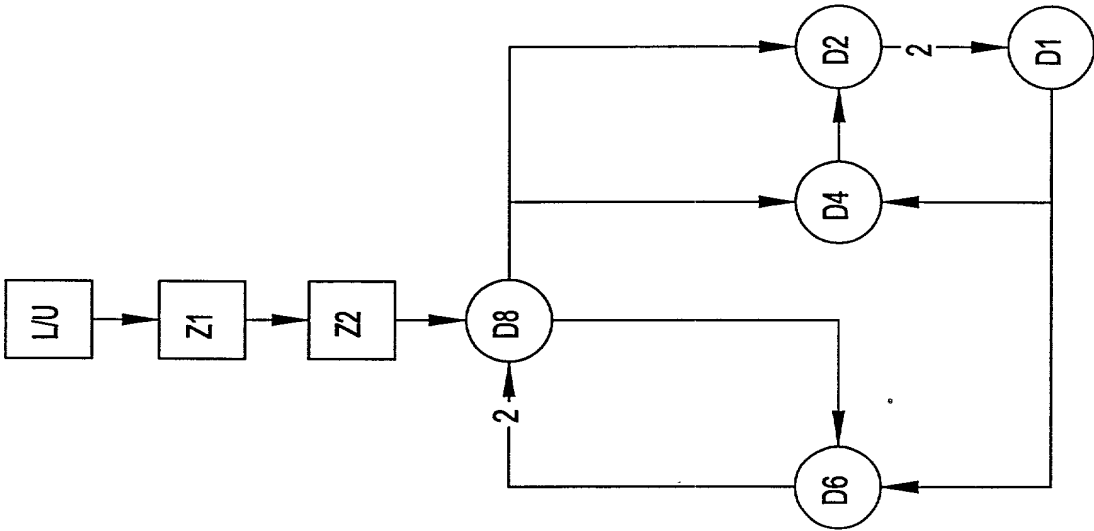


FIG. 35

ROUTE DISCOVERY EXAMPLE:
PHYSICAL ZONE LAYOUT

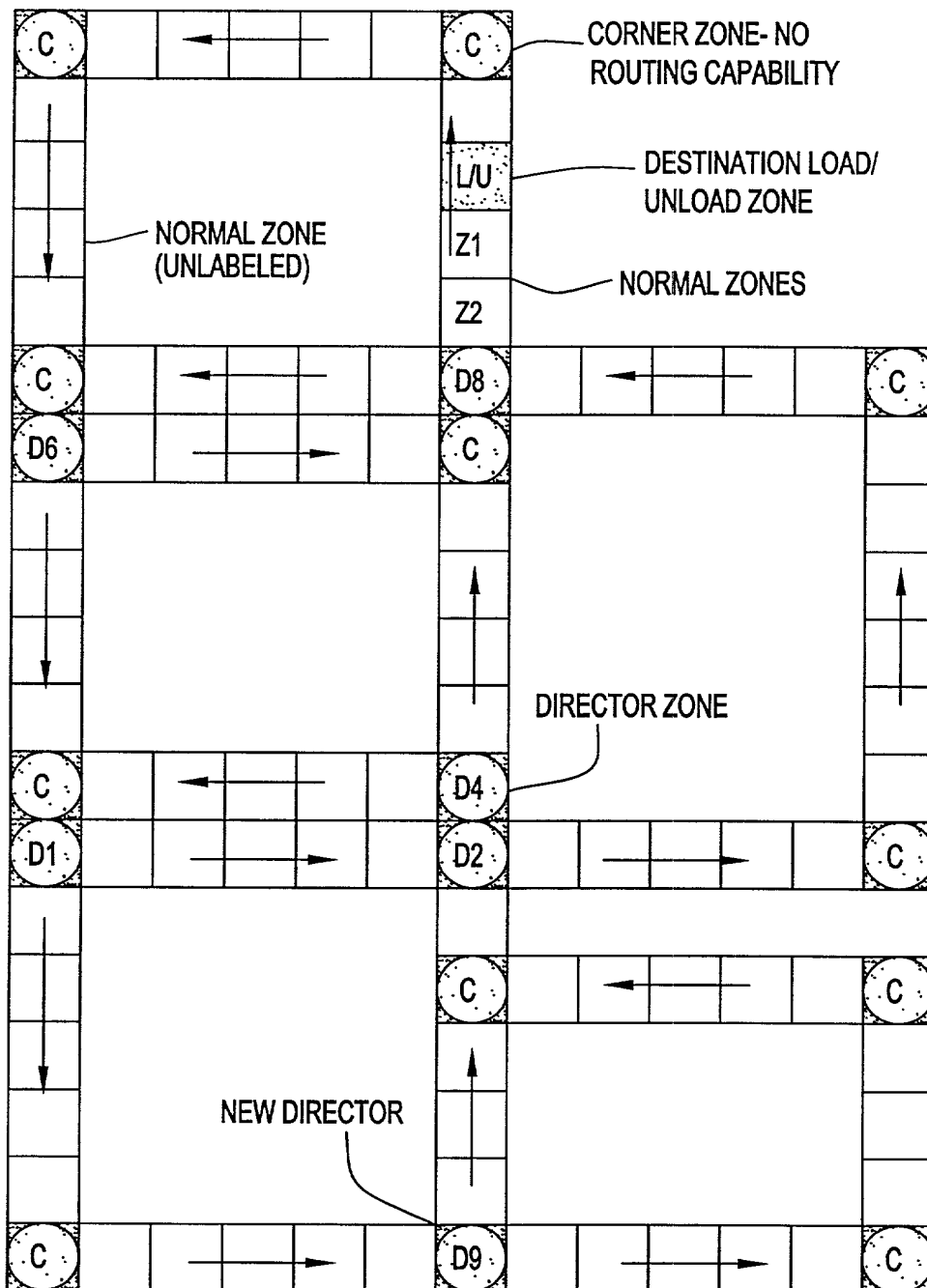


FIG. 36

FAILED NODE:
EXAMPLE LAYOUT

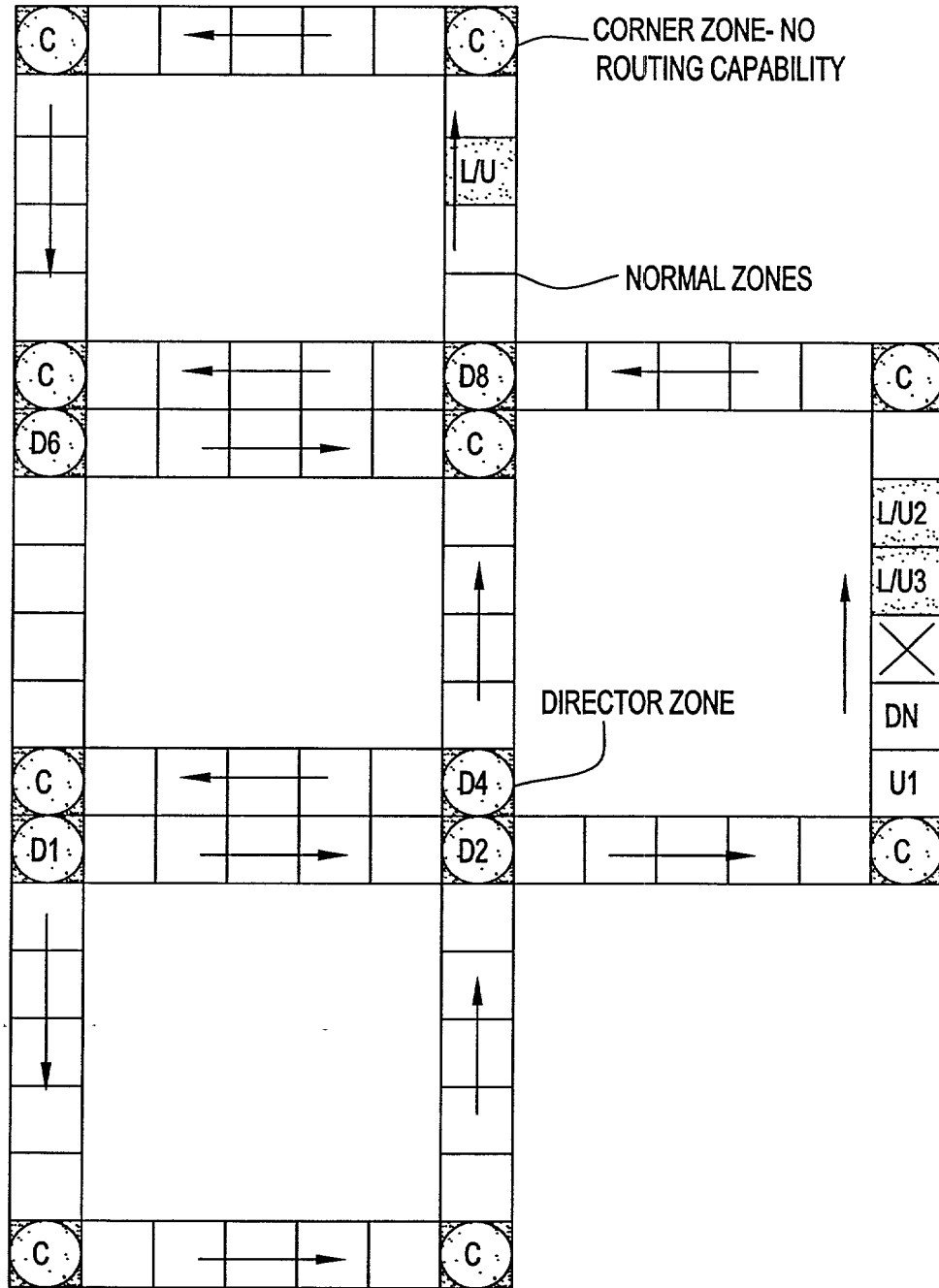


FIG. 37

FAILED DIRECTOR:
EXAMPLE LAYOUT:

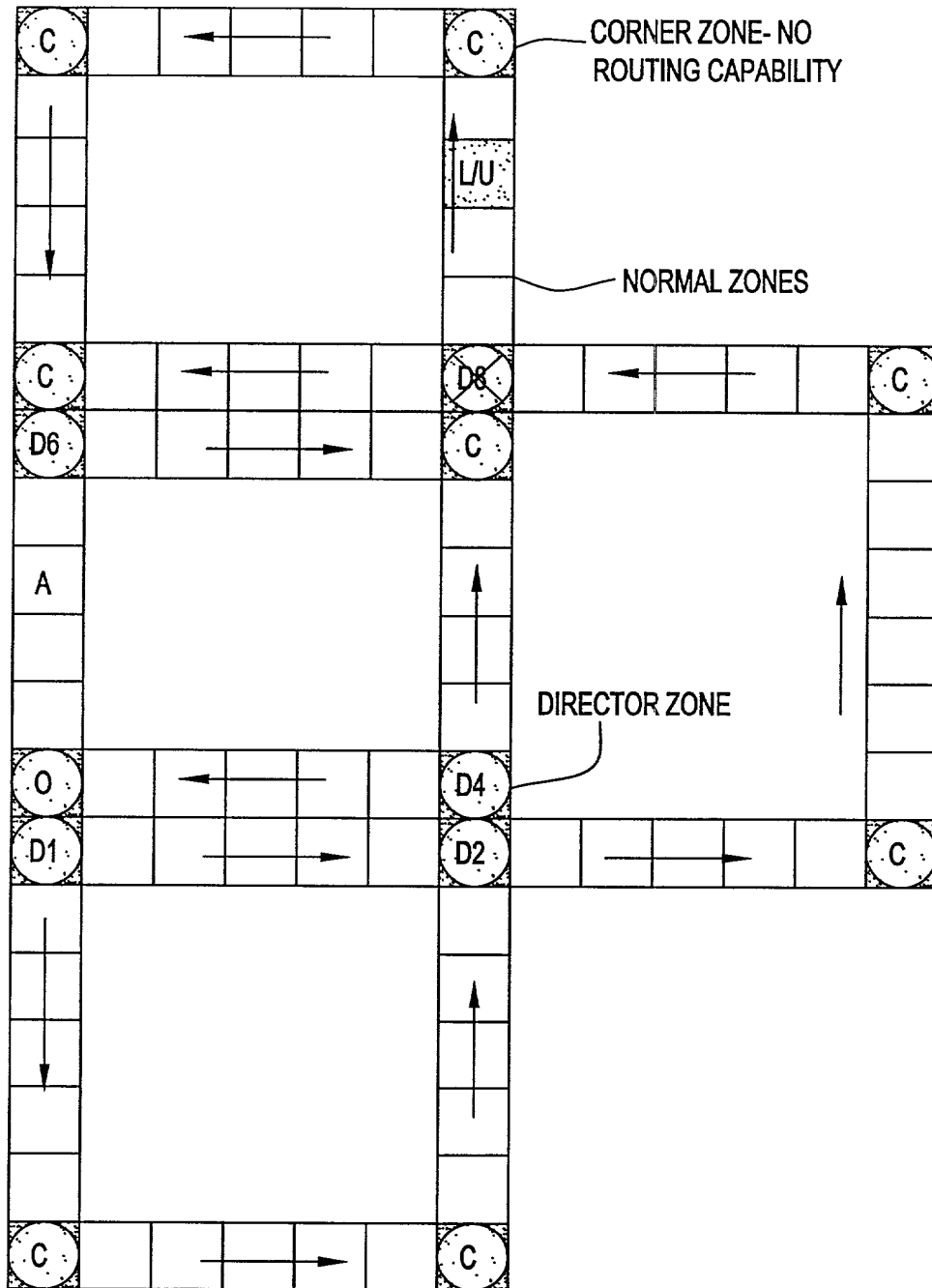


FIG. 38